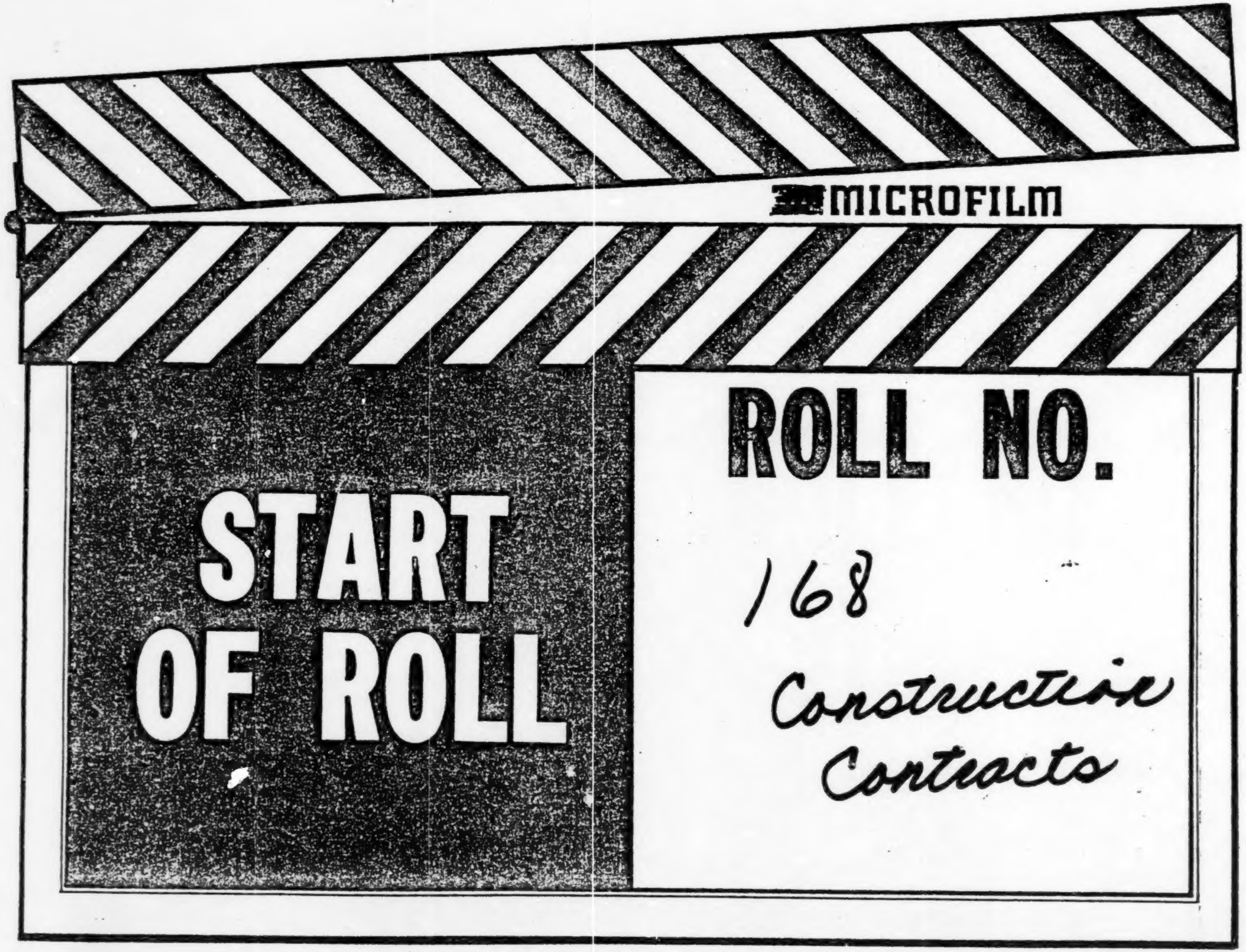

START OF ROLL

ROLL NO.

168

Construction Contracts

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-20-71

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR. 11 Milton - Freewater to N. 4.76 mi		7,300	13,100	91	08	Oregon	35	012	502

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Acquisition								F-	170 (21)			

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Primary	Umatilla	059	☐ 1 OR ☒ 2

EA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	P	19	8	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 11 Milton-Freewater to N. 4.76 mi.						ROW Acquisition all phases, incl. incidental costs. (Future - 4 12' lanes HT Pave. 16' median 10' shoulders. Widen 1 br. & reconstruct 2 O'xing strs.) ROW - 100' min. access control - partial parking restrictions - none
ROW		(Milton-Freewater - Washington State Line Section)	4.76	55,000	34,900	20,100		
CONST (CODE)								
RED BY		PROJECT TOTALS	4.76	55,000	34,900	20,100		

AM APPROVAL DATES

REMARKS Additional Data Item P-37 Project F-170 (11)
" P-329 " F-170 (15)

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2057; Approval Ex

U.S. DEPARTME
BUREAU O

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 10-20-71

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1 (19) (20)	21 SR. 11 Milton - Freewater to N. 4.76 mi 65	ADT	7,300 (66)	13,100 (70)	(71) 91 (72)	08	Oregon	35 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	28 Right of Way Acquisition 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (76)	14 F- 23	7 170 (21)	13

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Primary	Umatilla	059 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31	P	19 (32)	8 (36)	(37) (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		SR 11 Milton-Freewater to N. 4.76 mi.						ROW Ac all phas incident
5					ROW		(Milton-Freewater - Washington State Line Section)	4.76	55,000	34,900	20,100		(Future HT Pave 10' shou 1 br. & 2 O'xin
5					CONST (CODE)								ROW - access parking none

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			4.76	55,000	34,900	20,100	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS

Additional Data Item P-37 Pr
" P-329

(OVER)

USCOMM D

ilton - Freewater - Washington St. Line

Project F-170 (21)

Facility:

oadway: 24' to 44' bituminous surface with 4' to 9' shoulders
ructures:
. #6677 Little Walla Walla River Bridge, 21' H-15, RC slab span HC 55'.
. #6675 U'xing OWR &N RR 62' half thru steel girder span HC 48' VC 15'
. #6979 U'xing Washington Street 53' RCDG: HC 48', VC 15'

Sections:

uth End: 65' bituminous surfaced street section
orth End: 24' bituminous surface with 9' shoulders.

ata: Right of Way Acquisition, all phases, including incidental work as for future construction of a highway facility to provide 4-12' travel lanes pavement, 16' median with 10' shoulders, widening of the one existing d replacement of the two undercrossing structures to provide full road-on.

Data:	Company	Company
	Union Pacific RR	Walla Walla Valley Railroad
acks:	1	1
ains:	2 per day	2 per day
-speed Trains:	None	None
otection:	O'xing Str.	None
Protection:	" " (const. new str.)	None
efits:	None	None

ction, Airports, Water Development, Historical and Recreation Areas:
lved

pproval: FHWA Memo of January 26, 1971.

Public Hearing: Location/design hearing offered none requested.

State and District Clearinghouse approval submitted under our letter of December 10, 1970 requesting location/design approval.

Milton - Freewater - Washington St. Line

Project F-170 (21)

Existing Facility:

Roadway: 24' to 44' bituminous surface with 4' to 9' shoulders
Structures:
Br. #6677 Little Walla Walla River Bridge, 21' H-15, RC slab span HC 55'.
Br. #6675 U'xing OWR &N RR 62' half thru steel girder span HC 48' VC 15'
Br. #6979 U'xing Washington Street 53' RCDG: HC 48', VC 15'

Adjacent Sections:

South End: 65' bituminous surfaced street section
North End: 24' bituminous surface with 9' shoulders.

Project Data: Right of Way Acquisition, all phases, including incidental work as required for future construction of a highway facility to provide 4-12' travel lanes high-type pavement, 16' median with 10' shoulders, widening of the one existing bridge and replacement of the two undercrossing structures to provide full roadway section.

Railroad Data:	Company	Company
Railroad:	Union Pacific RR	Walla Walla Valley Railroad
No. of Tracks:	1	1
No. of Trains:	2 per day	2 per day
No. of Hi-speed Trains:	None	None
Present Protection:	O'xing Str.	None
Proposed Protection:	" " (const. new str.)	None
R. R. Benefits:	None	None

System Action, Airports, Water Development, Historical and Recreation Areas:
None involved

Design Approval: FHWA Memo of January 26, 1971.

Public Hearing: Location/design hearing offered none req

State and District Clearinghouse approval submitted under
of December 10, 1970 requesting location/design approval

RECEIVED
OCT - 1971

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

Co. 7970
R/W
[illegible]

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

October 1, 1971

4018

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

Re: Preliminary Right of Way Map
Milton-Washington State Line Section
Oregon-Washington Highway
Umatilla County

ATTENTION: Mr. R. B. Hardin

Gentlemen:

Herewith you will find four prints of the portion of our preliminary Right of Way Map No. 9B-8-19 dated October 1, 1971, showing the proposed right of way acquisition in the vicinity of your undercrossing structure. It is presently proposed to revise your existing bridge to accommodate four lane traffic. This will necessitate construction of a shoofly to allow for reconstruction of the existing undercrossing structure.

You are hereby authorized to proceed immediately with preliminary engineering on this project. Please charge your cost to Prefix No. 30-1474.

This project is tentatively scheduled for the bid opening of April 27, 1972. Additional details will be submitted to you as they become available.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE

TWL:dl
Enclosure

cc: F. B. Klaboe
I. D. Merchant
F. L. Hall
H. S. Coulter
H. M. Fillmore

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 29 1971

FOR FILING

[illegible] 7970
[illegible]
[illegible]

TO Hall DATE 9/28/71

Please replace both the hwy and railroad structures on the Milton-Freewater-Wn State line project.

SIGNED F B Klaboe

PLEASE REPLY HERE

TO ____________________ DATE ____________

SIGNED ____________________

NOTE — INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

7970

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1971

To: Frank Hall
Design Engineer

BUILDING

SUBJECT:
Proposed Ramp Construction
Milton-Washington State Line Sect.
Oregon-Washington Highway
Milton-Freewater

In response to your request, we have studied possible operational problems which might occur if the new ramp from the Oregon-Washington Highway to N.E. Eighth Avenue were constructed as shown on the attached Plan 2.

No operational problems would be anticipated. Proper signing, both guide and control signing should direct drivers to the proper vehicle paths and would preclude the possibility of a driver traveling the wrong way on the new ramp.

L E George
L. E. George
Operations Engineer

VPJ:pb

Attach.

1 Hall H
2 A. Olson
Wills
Hackleman
Carstensen
Keyes
Turpin
[illegible]

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JUN 23 1971
DESIGN SECTION

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R. Olson
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SP*52475-734

7970

8

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1971

To: MEMORANDUM TO THE FILE

SUBJECT: Milton Freewater-State Line
Oregon-Washington Highway
Umatilla County

Discussed the alternate fill slopes, 6:1 versus 2:1, with C. O. Fredrickson this date. Regional recommendation is to use 2:1 and temporary easements where slopes fall beyond the right of way line. Areas such as drainage facilities should be covered by permanent easements. Advised F. O. Scott to proceed with descriptions on this basis.

George C. Wills
George C. Wills
Chief Locating Engineer

GCW:jf

cc: L. H. Young
H. S. Coulter
F. O. Scott

1 Hall H
A. Olson
Wills
Hackleman
Carstensen
Keyes
2 Turpin T

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8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 5, 1971

SUBJECT:

Milton-Washington State Line Section
Oregon-Washington Highway
Umatilla County

To:

Mr. Frank Hall
Design Engineer

SALEM

As you know from previous correspondence, there is a considerable amount of interest in improving the access from the Oregon-Washington Highway to the north business district of Milton-Freewater. We have discussed this problem with the City of Milton-Freewater and numerous letters have been written by interested parties. Your office has reviewed the proposal made by Mr. Schneider, the City Manager, and also studied the intersections involved.

In order to provide a better picture of the traffic densities, we have conducted a recorder count, copies of which are attached. These indicate that a large proportion of the traffic using 8th Avenue arrives at this location from Elizabeth Street, north of 10th Avenue; and that a large number of cars use 5th Avenue for access, rather than 10th Avenue. It would appear that an improvement of the 10th Street connection might be warranted, but that the construction of a ramp connecting directly to 8th Avenue from the highway would not be feasible if the traffic counts are assumed to give a true picture of the flow of vehicles through the area.

Please study this information and advise this office as to your conclusions.

H. S. Coulter
Regional Engineer

By

for C. O. Fredrickson
Regional Construction Engineer

REFERRED TO
Olson
Design Engr.
Please discuss

COF:sh
Attachments

cc Mr. Henry Schneider w/enclosures

1 Hall H
2 R. Olson WO
Wills
Hackleman
Carstensen
Keyes
Terpin
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APR 6 1971
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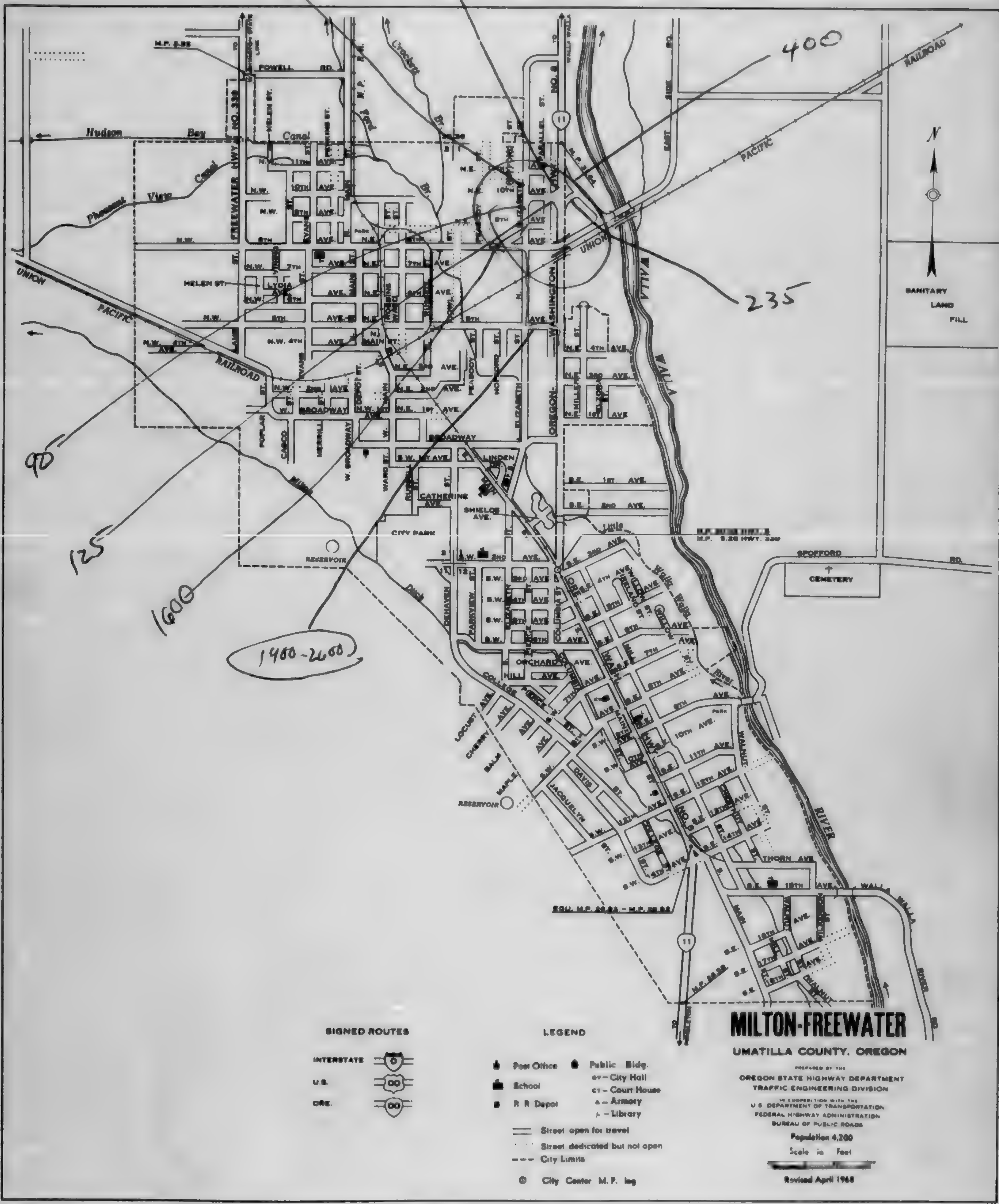
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460
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90
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1600
1400-2600
POWELL RD.
M.P. 0.00
Hudson Bay Canal
Pheasant View Canal
FREEWATER HWY NO. 339
UNION PACIFIC RAILROAD
Crockett Br.
Ford Br.
No. 8
WASHINGTON
OREGON
WALLA WALLA RIVER
Little Walla Walla River
SANITARY LAND FILL
SPOFFORD RD.
CEMETERY
BROADWAY
W. BROADWAY
MAIN
LINDEN
CATHERINE AVE.
SHIELDS AVE.
CITY PARK
RESERVOIR
ORCHARD AVE.
COLLEGE
DEHAVEN
PARKVIEW ST.
LOCUST
CHERRY
BALM
MAPLE
DAVIS
JACQUELYN
THORN AVE.
WALNUT
HELEN ST.
LYDIA
POPLAR
CASCO
EVANS
DEPOT ST.
WARD ST.
PEABODY ST.
ELIZABETH
M.P. 5.26 HWY. 339
EQU. M.P. 26.83 – M.P. 20.93
M.P. 28.98
TO MILTON
11
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. leg

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

7970

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

8

Pendleton- Oregon. 97801
March 24, 1971

SUBJECT: Milton-Washington State Line
Oregon-Washington Highway
Umatilla County
Deeds and Plats

To: Mr. Frank L. Hall
Design Engineer
Salem

ATTN: Mr. George C. Wills
Chief Locating Engineer

Enclosed herewith is the following information you requested in your letter to Mr. H. S. Coulter, Regional Engineer, February 18, 1971 on the above listed project.

All deeds from Station 64 to Station 108 on the above project.

All assessors plats from Sta. 64 to Sta. 108.

Official survey plat of Laundagin Tracts.
Seven additional survey plats of this project.

The official survey plat which you requested of Opportunity is a non-recorded tract and is not available.

Scott
3-29-71

Also included are the following deed copies which you requested:

Deed book 256, Page 69
Deed Book 255, Page 605
Deed Book 58, Pages 544-546, Co. Rd.
Deed Book 238, Pages 442-444

W C Ferguson
W. C. Ferguson,
Resident Engineer

WCF:en
cc.:Regional Engineer
File

w/attachments

Wills

RECEIVED

1 Scott
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R. Olson
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Do Not File ☐
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RECEIVED
MAY 20 1971
FOR FILING

7970

May 19, 1971

Mr. Baker Ferguson, Vice Chairman
Washington State Highway Commission
Post Office Box 1477
Walla Walla, Washington 99362

Dear Mr. Ferguson:

This will acknowledge receipt of your May 12 letter addressed to Glenn L. Jackson, which he referred to this office for reply.

Oregon does have plans to improve and widen the Oregon-Washington Highway from Milton-Freewater to the state line. Little, if any, new right-of-way will have to be acquired. As you know, the area is rather thickly settled and developed, and the cost of obtaining any meaningful access control is excessive and has not been contemplated for inclusion in this project. What we are trying to do is ease a congested situation with as little community disturbance as possible.

We recognize that eventually the Oregon-Washington Highway will have to be constructed at least to expressway standards but when this time comes, a different location will have to be selected.

Sincerely,

R. L. Porter
State Highway Engineer

RLP:fn

cc George Andrews
Glenn L. Jackson

Tom Edwards
F. B. Klaboe
Victor D. Wolfe

COMMISSIONERS
GEORGE D. ZAHN, CHAIRMAN
METHOW
ROBERT L. MIKALSON
CENTRALIA
HAROLD WALSH
EVERETT
BAKER FERGUSON
WALLA WALLA
JOHN N. RUPP
SEATTLE

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
509 FAIRVIEW AVE. NO.

May 12, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Glenn:

You may recall my inquiry during the meeting at the Thunderbird pertaining to Oregon's plans for the highway between Walla Walla and Milton-Freewater - SR 125 Wn. - 11 Oregon.

A news story prior to that meeting indicated that the section from the Oregon line south was planned to be non-access controlled. Some of your department people expressed surprise at this and indicated the story must be in error. The plan was for partial control. They were, however, going to investigate the actual status and plan of SR 11 since they were not sure and they were going to let us know.

Somewhere along the line, perhaps in Olympia, the answer to my question has not filtered back to me.

Recently I have heard confirmation of a non-controlled plan from a few interested people who claim to have made inquiry from Oregon Highway Department engineers in Pendleton. Of course, I know how erroneous such scuttlebut may be but I would appreciate an authoritative report.

It seems, somehow, nonsensical for Washington to be developing a 4-lane partially controlled access highway to the state line to be met by a non-controlled commercial strip development with heavy traffic popping on and off the road, left turn and right, to every tavern, market, cigarette stand, drive-in and auto dealership. The Oregon section of the road is already considered extremely hazardous by motorists whether accident frequencies bear this out or not.

Of course, I am not sure what effect, if any, this should have on the Washington Commission's decision on building SR 125. I suppose, since it is a good quality two-lane road, we might defer it until Oregon warrants for controlled access developed to a clear need.

Cordially,

Baker

BF:lh
cc: Glenn L. Jackson - Portland
George Andrews

5

bc: ~~F.~~ B. Klaboe
Victor Wolfe
L. H. Young
F. B. Crandall
F. L. Hall-please review and
determine if feasible
and justified.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7970

March 11, 1971

4018

Mr. Henry Schneider
Manager
City Hall
722 South Main
Milton-Freewater, Oregon 97862

NOTED
F. B. KLABOE

Dear Mr. Schneider:

Reference is made to your letter of March 9, 1971, and previous correspondence from interested parties in your vicinity, regarding a northerly access to the City of Milton-Freewater.

As you are aware, we proposed a project between Milton-Freewater and the Washington State Line and, when funds become available, necessary right-of-way acquired, agreements signed, etc., will give every consideration to this matter in formulation of our plans.

We appreciate your interest in this and other highway matters in your area.

Very truly yours,

R. L. Porter
State Highway Engineer

By DN Harwell

H. S. Cox
for County and City Engineer

DNH:ljt

cc: H. S. Coulter

RECEIVED
MAR 12 1971
DESIGN SECTION

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R Olson
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Do Not File ☐
Keep ☐
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Other

REFERRED TO
Hall
By Asst. State Hwy. Engr.
Please show me

NOTED
F. B. KLABOE

RECEIVED
MAR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MILTON-FREEWATER
ALL AMERICA CITY

Council-Manager Government Since 19

MILTON-FREEWATER

State of Oregon

PHONE 503-938-5531 CITY HALL, 722 SOUTH MAIN

Sister City
FLOREAT
Waimate
New Zealand

OFFICE OF
CITY MANAGER

March 9, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ GE ☐ RE ☐ RPE ☐

Attention: Mr. H. S. Cox

Gentlemen:

Good access roads are a very vital life line to any business district. When merchants in an older business district are faced with this reality the problem becomes doubly acute.

The merchants in the North end of Milton-Freewater are faced with this very concern.

Customer traffic from the North is more than double that of the traffic in the lower part of town. It now becomes highly apparent that an easy access to the North Business District is of paramount concern for our commercial climate.

Request your wholehearted consideration toward programming some easy accessway into our North Business District in the very near future.

There are several feasible methods which could facilitate such an entry and the city will assist in any way possible toward such a goal.

Sincerely,

Henry Schneider
City Manager

HS:pb

cc: H. S. Coulter, La Grande Highway Division

cc's to all of Co-City letter of 3-11-71 Don H.

LOW COST POWER SINCE 1891

RECEIVED
MAR 30 1971
FOR FILING

7970

3c-2
2-16-71

March 5, 1971

4018

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attn: Judge D. R. Cook

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 389," adopted by the Highway Commission on February 16, 1971, covering the Milton Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

March 5, 1971

City of Milton-Freewater
City Hall
Milton-Freewater, Oregon 97862

Attn: Mayor B. R. Pilger

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 389," adopted by the Highway Commission on February 16, 1971, covering the Milton Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

7970

8

February 25, 1971
Salem, Oregon

Milton-Washington State Line
Oregon-Washington Highway
Umatilla County

R. S. Coulter
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

You have indicated that there are certain areas where temporary easements for slopes on 6:1 should be taken. Enclosed find prints which show 2:1 and 6:1 slopes. Please note on the prints the areas where we should write for easements and return to this office at your early convenience.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf
Attachment
cc: F. W. Scott

/ Hall #
A. Olson
Wills
Hecklemen
Carstensen
Keyes
Torpin
Swain

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7970 8

February 24, 1971
Salem, Oregon

Milton-Washington State Line
[redacted]
Umatilla County

H. S. Coulter
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

The attached city map and photographs show the intersection of 10th Street and the subject project. You have indicated by phone that the city has approached you in regard to certain changes in the proposed intersection which they feel would better serve the commercial area immediately west of the highway.

The sketch indicates the present pattern which would appear to be functional. Since there is not an apparent problem here I am requesting that you discuss the matter with the city and determine their thinking which has brought about the request.

Please advise at your early convenience since we need to know the problem before we can seek a solution.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf
cc: H. S. Cox

1 Hall
2 A. Olson
Wills
Hackleman
Carstensen

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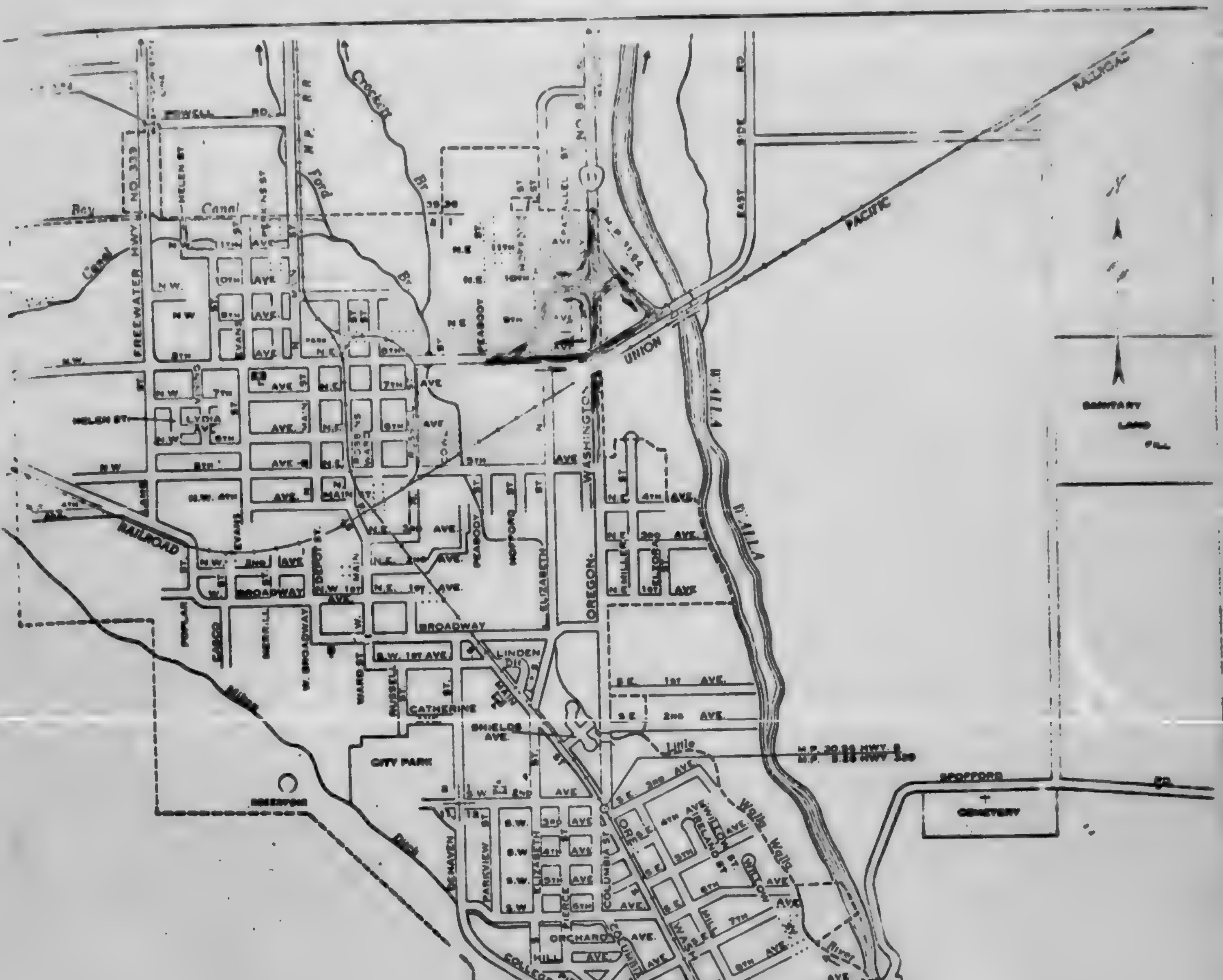


MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits
City Center M.P. log
POWELL RD.
FREEWATER HWY NO. 339
HELEN ST.
LYDIA AVE.
Bay Canal
Crockett Br.
Ford Br.
N.P. R.R.
UNION PACIFIC RAILROAD
WASHINGTON ST.
OREGON ST.
ELIZABETH ST.
PEABODY ST.
BROADWAY
S.W. 1st AVE.
LINDEN
CATHERINE
SHIELDS AVE.
CITY PARK
RESERVOIR
S.E. 1st AVE.
S.E. 2nd AVE.
Little Walla Walla River
SPOFFORD RD.
CEMETERY
EAST SIDE RD.
WALLA WALLA RIVER
SANITARY LAND FILL
PARKVIEW ST.
COLUMBIA ST.
ORCHARD AVE.
HILL AVE.
COLLEGE
PIERCE
DAVIS ST.
JACQUELYN
THORN AVE.
WALNUT ST.
MAIN ST.
S.W. 6th AVE.
10th AVE.
11
N

7970

8

February 18, 1971
Salem, Oregon

Milton-Washington State Line
Oregon-Washington Highway
Umatilla County

H. S. Coulter
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

Enclosed you will find two sets of prints of location maps for your reference. Please note that the slope lines are based on 2:1 rather than flat slopes as previously discussed.

Please furnish the following to complete our deed coverage:

Official survey plat of Laundagin Tracts.
Official survey plat of Opportunity.
Deed Book 256 - Page 69
Deed Book 255 - Page 605
Deed Book 58 - Page 344 to 346 Co. Rd.
Deed Book 238 - Page 442
All deeds from Sta. 64 to 108 as well as all assessors plats and official survey plats in the same area.

Please forward at your earliest convenience.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf
cc: F. O. Scott

Hall
A. Olson
Wills
Hochman
[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
FEB 18 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

FEB 4 - 1971
FOR FILING

79-70

February 3, 1971

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following seven sections. All required public hearings have been held and we have requested or received design approval from the Federal Highway Administration.

S. Medford-S. Ashland Section, Pacific Highway, Jackson County.

This safety project on Interstate 5 involves guardrail revisions and signing throughout the section. Revisions are also proposed to the southbound on ramps and frontage roads on both the Fern Valley Road and Green Springs Highway Interchanges. A corridor-design hearing was offered and the Jackson County Board of Commissioners advised the State that no requests for a hearing were received. The Federal Highway Administration approved the design October 26, 1970. The length of this section is 16.89 miles and the total estimated cost is $2,100,000 (Construction $2,000,000; Right-of-Way $100,000).

Milton Freewater-Washington State Line Section, Oregon-Washington Highway, Umatilla County.

This project will consist of widening the existing two-lane facility to four lanes. The roadway will have two 24-foot travel ways, a 16-foot median and 10-foot curbed shoulders on each side. The opportunity for corridor-design hearing was published with a deadline of February 16, 1970, for hearing requests to the Umatilla County Court. The Highway Division was advised by the Umatilla County Court, March 5, 1970, that no requests had been received.

A request for location-design approval was forwarded to the Federal Highway Administration December 10, 1970. This section is 4.78 miles in length and the total estimated cost is $3,300,000 (Construction $3,000,000, Right-of-Way $300,000). This project was approved December 23, 1969, for construction and is listed on Program XII.

Thornberry-Lamborn Road Section, Sherman Highway, Sherman County.

This Eastern Oregon bond project involves the realignment of the Sherman Highway around the city of Wasco. A two-lane highway is proposed having two 12-foot travel lanes with 10-foot shoulders. Climbing lanes will be constructed where required. Access to the city of Wasco will be provided at the north and south where the new alignment departs from the existing facility and at Fulton Canyon Road. A corridor hearing was held and the final design hearing was completed August 27, 1970. On September 21, 1970, the Federal Highway Administration acknowledged satisfactory compliance of hearing regulations. Since this is a State bond project, a request for design approval will not be requested from the Federal Highway Administration. The length of this project is 7.09 miles and the total estimated cost is $3,000,000 (Construction $2,980,000, Right-of-Way $20,000).

Hermiston Section, Umatilla-Stanfield Highway, Umatilla County.

This project is for widening the existing two-lane city street through the city of Hermiston to a four-lane curbed street section consisting of four 12-foot travel lanes, a four-foot median and eight-foot curbed parking lanes. A combination corridor-design hearing was held October 21, 1970, and since this is also an Eastern Oregon bond project, a request for design approval will not be necessary from the Federal Highway Administration. The length of this section is 1.27 miles and the total estimated cost is $280,000 (Construction $263,000, Right-of-Way $17,000).

Boones Ferry Road-Pacific Highway East Section, Hillsboro-Silverton Highway, Marion County.

This project is on new alignment and will relocate the existing Hillsboro-Silverton Highway, which follows a difficult city street pattern in Woodburn, on a more direct route to Pacific Highway East. For approximately 2,000 feet on the westerly end, the project will have a 48-foot curbed street section, then be constructed to a two-lane open ditch roadway with two 12-foot travel lanes and 10-foot shoulders. A grade separation structure is proposed under the railroad tracks and Front Street with connections to Front Street. A corridor-design hearing was held November 10, 1970, and as a result of the hearing the design was changed to provide connection to Front Street. This project is on the current State Construction Program and is covered by an 80/20 percent construction finance agreement with the City of Woodburn. The length of this section is 1.57 miles and the total estimated cost is $1,200,000 (Construction $1,000,000; Right-of-Way $200,000).

McKenzie Highway-Jasper Section, Springfield-Creswell Highway, Lane County.

This project will relocate the existing two-lane Springfield-Creswell Highway on new and revised alignment. This is an advance right-of-way acquisition project based on a four-lane design of two 24-foot travel ways, 16-foot median and 10-foot shoulders. A corridor hearing was held March 12, 1969, followed by a design hearing held September 1, 1970. A formal request for design approval was forwarded to the Federal Highway Administration January 7, 1971. This project is 4.19 miles in length and the total estimated cost for right-of-way is $450,000. Authority to spend $100,000 under Federal-aid Program XII is recommended as an advance right-of-way project only at this time.

La Grande-Interstate 80N Section, Wallowa Lake Highway, Union County.

This project involves converting the existing two-lane Wallowa Lake Highway from Adams Avenue in La Grande to Interstate 80N to a four-lane city street section. The roadway is designed with four 12-foot travel lanes, 16-foot median and 10-foot curbed parking lane. A combination corridor-design hearing was held October 20, 1970, and a request for design approval was forwarded to the Federal

Highway Administration January 22, 1971. This project is financed on our 1971 Bond Program for $3,000,000. The length of this section is 0.8 mile.

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the February 16 meeting.

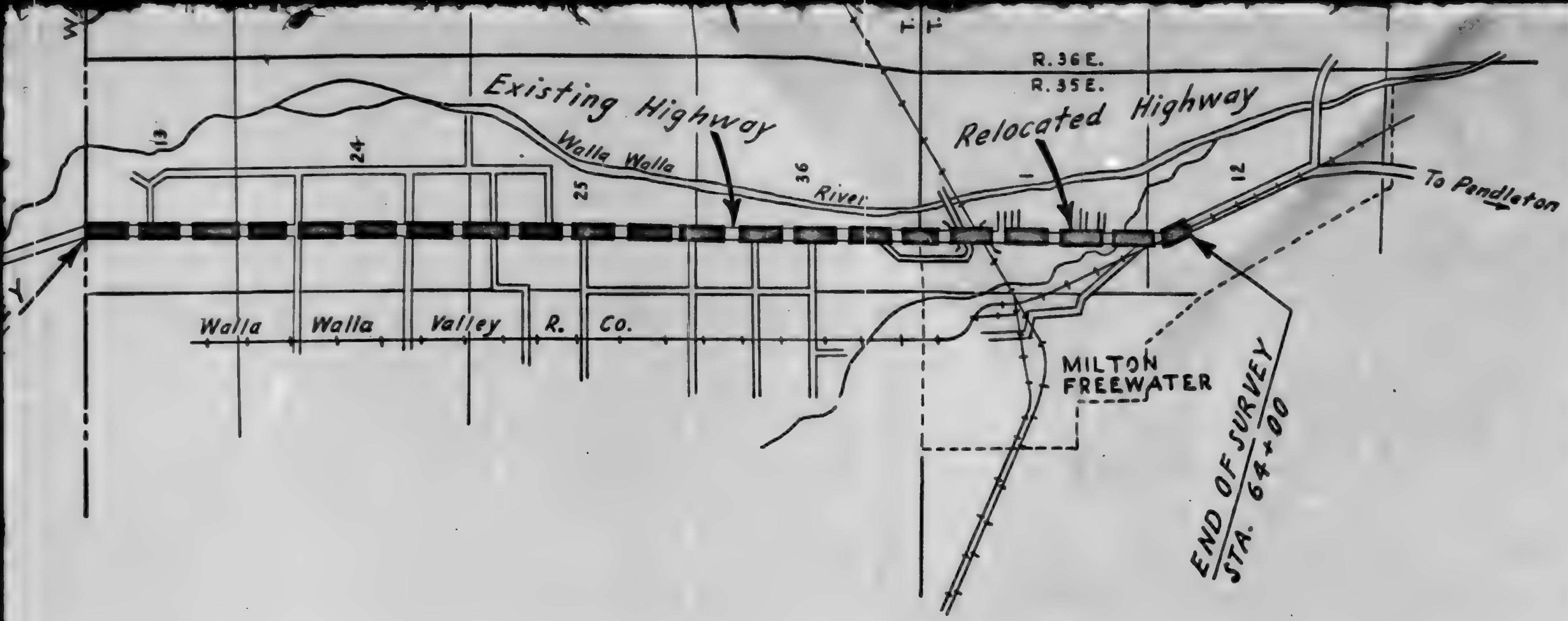
Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Frank Hall
D. H. Moehring
V. E. Skoog
~~L. W. Rulien~~
H. S. Coulter
R. D. Asburry
C. T. Keasey
J. F. Putnam

BLG:aw sr


R.36E.
R.35E.
Existing Highway
Relocated Highway
Walla Walla River
13
24
25
36
12
To Pendleton
Walla Walla Valley R. Co.
MILTON FREEWATER
END OF SURVEY
STA. 64+00

TION

PUBLIC HEARING .... Waived
SYSTEM ACTION
COUNTY .... None Required
STATE HIGHWAY COMMISSION .... None Required
BUREAU OF PUBLIC ROADS .... None Required
THROUGHWAY RESOLUTION ADOPTED 11-3-48
ACCESS CONTROL .... Limited

APPROVED Jan 29, 1971

Edwards
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

SURVEY DESIGN APPROVAL MAP

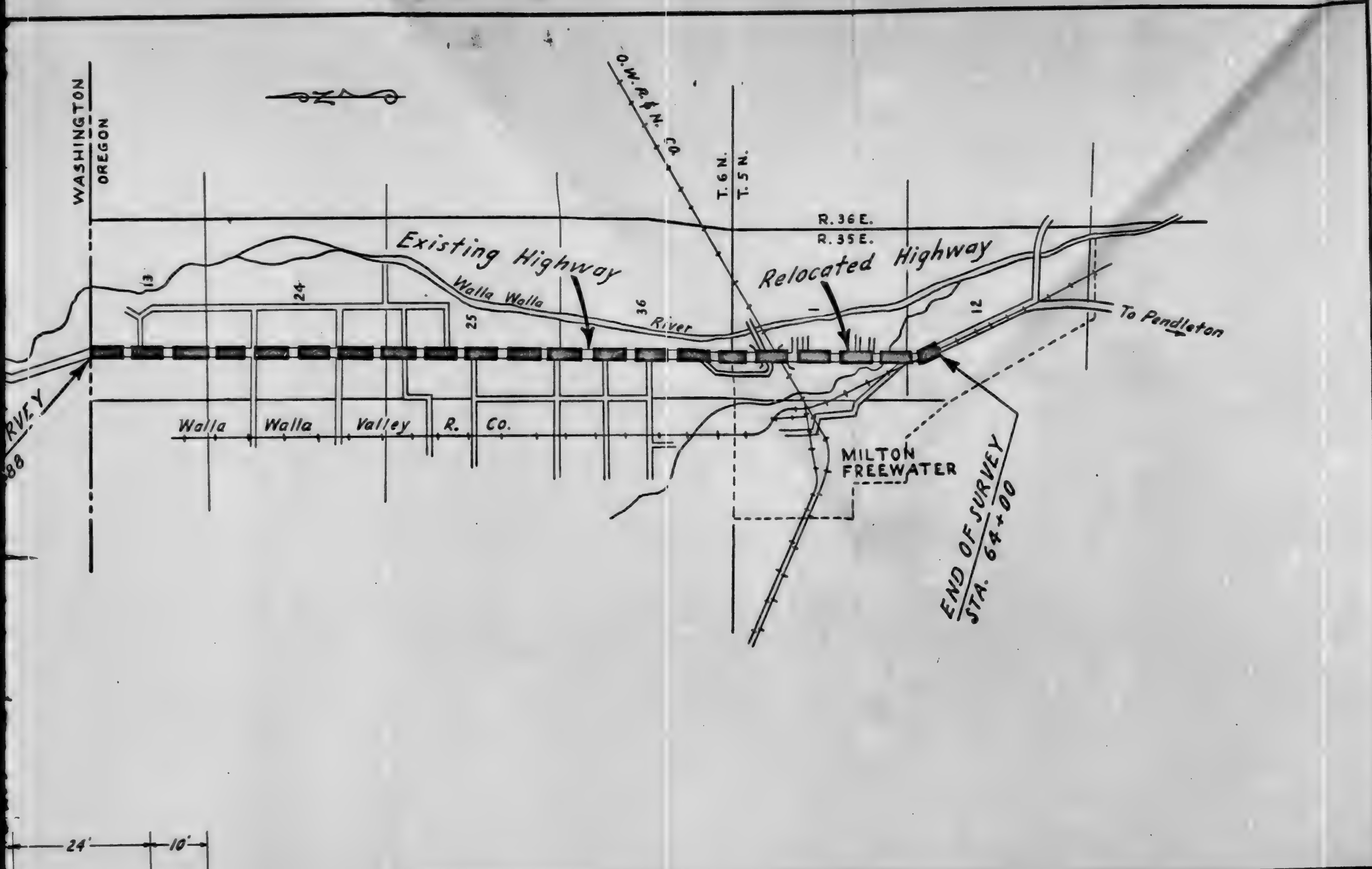
MILTON · FREEWATER – WASH. STATE LINE

OREGON–WASHINGTON HIGHWAY
UMATILLA COUNTY
DRG. NO. 1R-4-472

SCALE 1" = 3,520' ±
DATE: Jan., 1971

FOR DETAILS SEE DRG. NO.
9B-8-18 & 19

DRG. NO. 1R-4-472

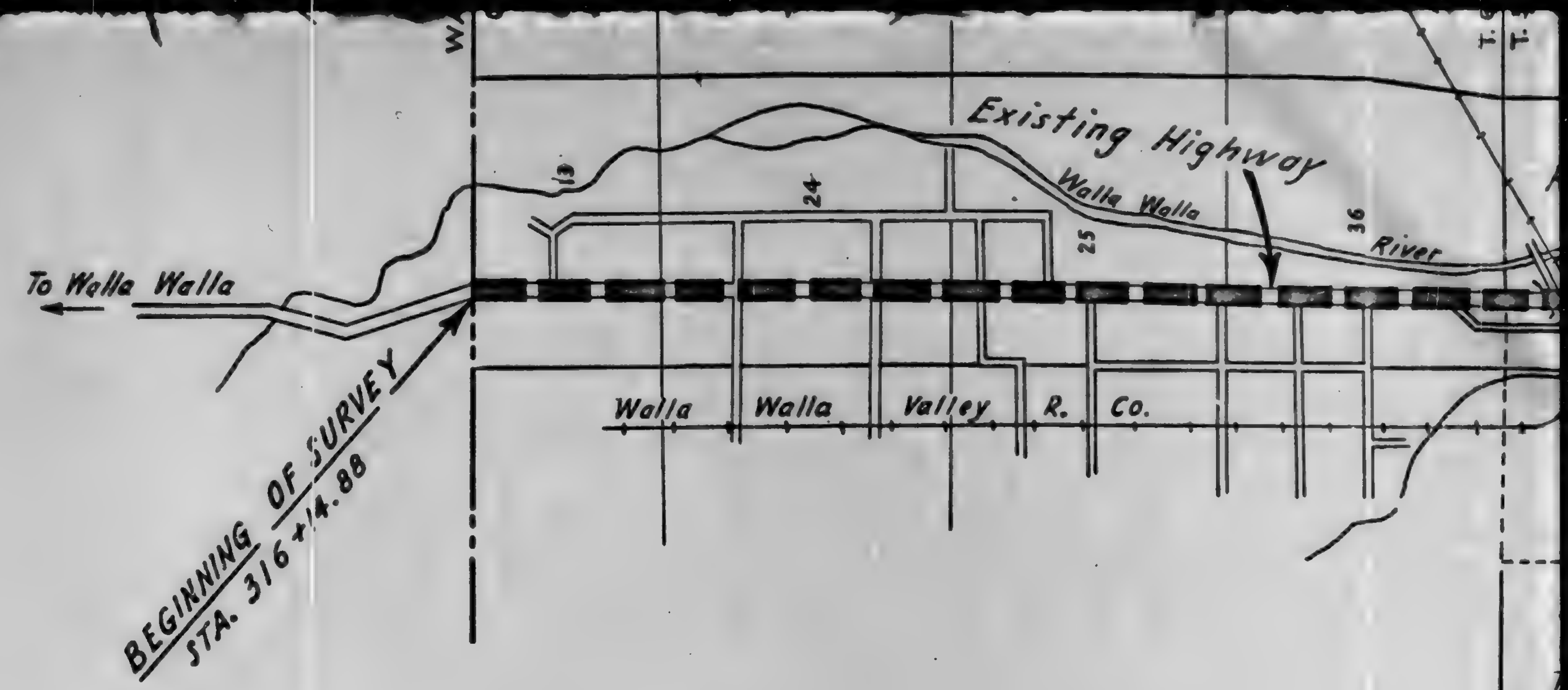

WASHINGTON
OREGON
RVEY
88
13
24
25
36
1
12
Existing Highway
Walla Walla River
Relocated Highway
O.W.R.&N. CO.
T. 6 N.
T. 5 N.
R. 36 E.
R. 35 E.
Walla Walla Valley R. Co.
MILTON FREEWATER
END OF SURVEY STA. 64+00
To Pendleton
24'
10'

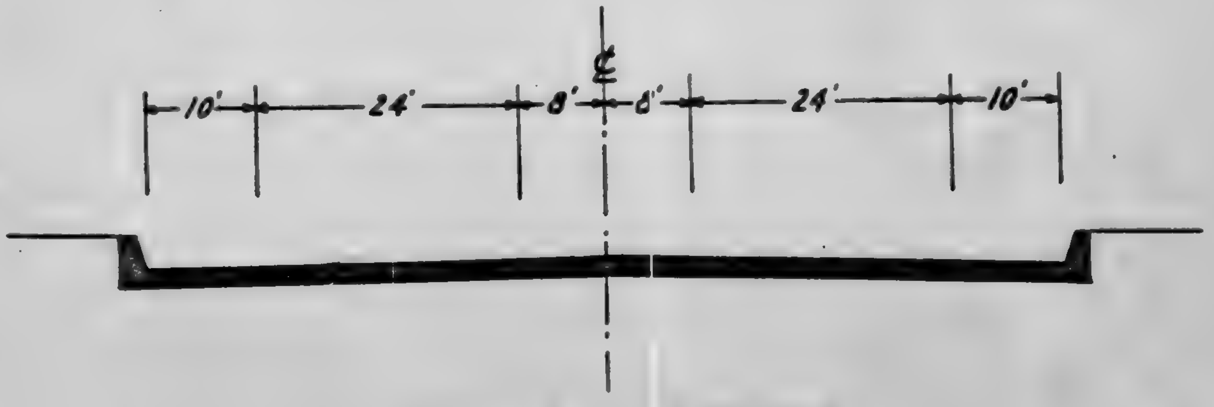
PUBLIC HEARING .... Waived
SYSTEM ACTION
COUNTY .... None Required

OREGON STATE HIGHWAY DIVISION

SURVEY DESIGN APPROVAL MAP

MILTON · FREEWATER –


To Walla Walla
BEGINNING OF SURVEY
STA. 316+14.88
Existing Highway
Walla Walla River
13
24
25
36
Walla Walla Valley R. Co.
W


10'
24'
8'
℄
8'
24'
10'

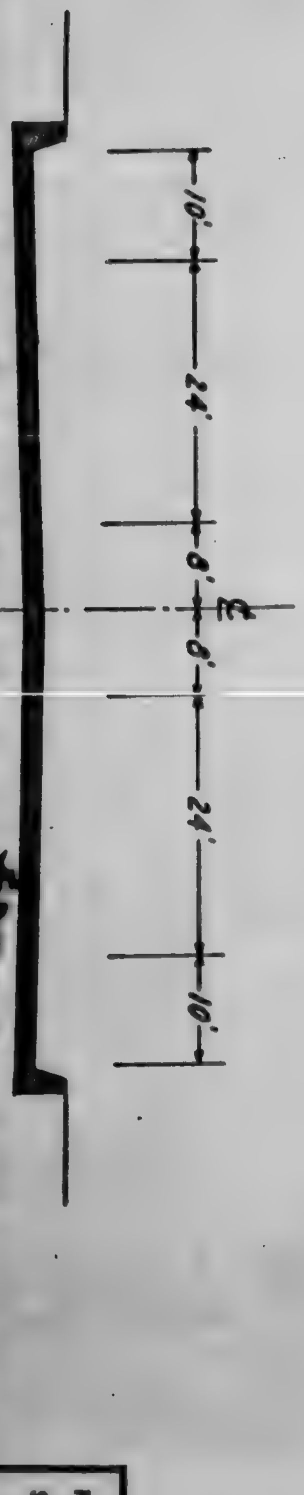
TYPICAL SECTION

PUBLIC HEARING .... Waived
SYSTEM ACTION
COUNTY .... None Requ
STATE HIGHWAY COMMISSION .... None Req
BUREAU OF PUBLIC ROADS .... None Re
THROUGHWAY RESOLUTION ADOPTED 11-3-48
ACCESS CONTROL .... Limited

APPROVED: Jan 29, 1971

DEPUTY STATE HIGHWAY

4.78 Mi.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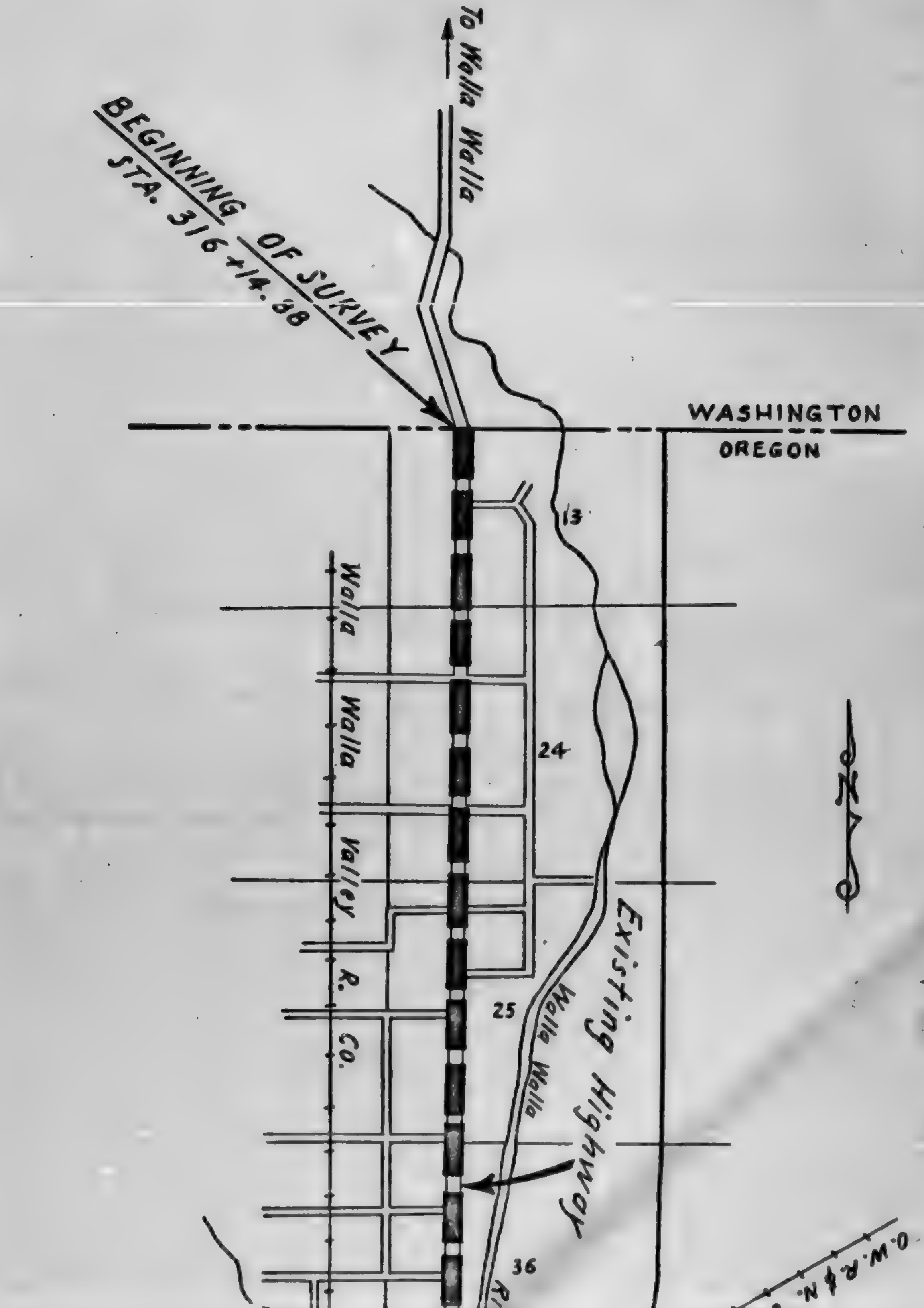
10'


To Walla Walla
BEGINNING OF SURVEY
STA. 316+14.38
WASHINGTON
OREGON
13
24
25
36
Walla Walla Valley R. Co.
Existing Highway
Walla Walla River
O.W.R.&N. CO.
T. 6 N.
T. 5 N.
Re

PUBLIC HEARING Waived
SYSTEM ACTION
COUNTY None Requir

7970

FORM E-30 (REV. 10-60)

8

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
January 13, 1971

SUBJECT: Milton Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

To: Mr. Frank Hall
Design Engineer

BUILDING

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

D. H. Moehring
Right of Way Engineer

DHM-JRO:ha
Attachment
cc F. C. Lowe

1 Hall H
A. Olson
2 Terpin Tg
3 Scott
Swenson
R. Olson
Trout 4

RECEIVED
JAN 14 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SP 52475-734

ACCESS DETERMINATIONS

Milton Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

*These ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46551	LeFore	122+90	West	35'	26'	32'	State	Orchard & Nursery
46552	Herman	123+73	West	35'	16'	18'	State	Drive-In
		124+32	West	35'	16'	18'	State	Drive-In
46553	7th Day Adventists	124+92	West	35'	26'	32'	State	Church
		126+83	West	35'	26'	32'	State	Church
		128+50	West	35'	16'	18'	Owner	Undeveloped
		129+50	West	35'	16'	18'	Owner	Undeveloped
		130+50	West	35'	16'	18'	Owner	Undeveloped
*46554	Pollard	123+95	East	35'	26'	32'	State	Auto Agency
		128+30	East	35'	26'	32'	State	Auto Agency
		122+20	East	35'	26'	32'	State	Auto Agency
*46555	Cutts	129+00	East	35'	16'	18'	Owner	Undeveloped
		130+50	East	35'	26'	32'	State	Undeveloped
		132+00	East	35'	16'	18'	Owner	Undeveloped
46556	Stephens	131+55	West	35'	16'	18'	Owner	Pasture
		132+55	West	35'	16'	18'	Owner	Pasture
		133+55	West	35'	16'	18'	Owner	Pasture
		134+55	West	35'	16'	18'	Owner	Pasture
		136+00	West	35'	16'	18'	State	Pasture
*46557	Olson	133+00	East	35'	16'	18'	State	Undeveloped
		134+00	East	35'	16'	18'	Owner	Undeveloped
46558	Edwards	137+18	West	35'	16'	18'	State	Drive-In
		138+09	West	35'	16'	18'	State	Drive-In
46559	Perry	138+82	West	35'	26'	32'	State	Furniture Store
		139+98	West	35'	26'	32'	State	Furniture Store
46560	Miller	140+52	West	35'	26'	32'	State	Mobile Home Park
		141+77	West	35'	16'	18'	State	Mobile Home Park
		142+77	West	35'	16'	18'	Owner	Undeveloped
		143+77	West	35'	16'	18'	Owner	Undeveloped
		144+77	West	35'	16'	18'	Owner	Undeveloped
		145+77	West	35'	16'	18'	Owner	Undeveloped
*46561	Edwards	146+75	West	35'	16'	18'	Owner	Undeveloped
		147+75	West	35'	16'	18'	Owner	Undeveloped

(Continued on following page)

*These ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
*17284	Locke	135+00	East	35'	16'	18'	Owner	Undeveloped
		137+00	East	35'	16'	18'	Owner	Undeveloped
		139+00	East	35'	16'	18'	Owner	Undeveloped
		141+00	East	35'	26'	32'	State	Undeveloped
		143+00	East	35'	16'	18'	Owner	Undeveloped
		145+00	East	35'	16'	18'	Owner	Undeveloped
		147+00	East	35'	16'	18'	Owner	Undeveloped
46562	Warnock	149+08	West	35'	26'	32'	State	Motel
		150+00	West	35'	26'	32'	State	Motel
46563	Economy Stations	151+73	East	50 ~~40'~~	32'	44'	State	Service Station
		154+70	East	50 ~~40'~~	32'	44'	State	Service Station
*46564	Dolan	155+40	East	35'	16'	18'	State	Residence
		156+05	East	35'	16'	18'	State	Residence
		157+65	East	35'	16'	18'	State	Residence
*46565	Roloff	156+00	West	35'	16'	18'	Owner	Orchard
		158+00	West	35'	16'	18'	Owner	Orchard
		160+00	West	35'	16'	18'	Owner	Orchard
		161+20	West	35'	16'	18'	Owner	Orchard
46566	Kilmer	159+10	East	35'	16'	18'	State	Residence
		161+00	East	35'	16'	18'	Owner	Auto Wrecking Yard
		163+00	East	35'	16'	18'	Owner	Auto Wrecking Yard
		165+00	East	35'	16'	18'	Owner	Auto Wrecking Yard
		166+90	East	35'	26'	32'	State	Auto Wrecking Yard
		168+10	East	35'	26'	32'	Owner	Auto Wrecking Yard
46567	Busch	169+50	East ~~West~~	35'	16'	18'	State	Sand/Gravel Company
		174+70	East	50 ~~40'~~	32'	44'	State	Sand/Gravel Company
46568	Harris	172+15	West	35'	16'	18'	Owner	Undeveloped
	Pine	173+15	West	35'	16'	18'	Owner	Undeveloped
	Mills	174+15	West	35'	16'	18'	Owner	Undeveloped
46569	Spies	178+00	West	35'	26'	32'	Owner	Outdoor Movie
46570 &	McMunn	176+15	East	35'	26'	32'	State	Undeveloped
46574	McMunn-	180+18	East	35'	26'	32'	State	Undeveloped
		182+60	West	35'	16'	18'	State	To Mobile Home
		181+43	East	35'	16'	18'	State	Antique Shop
46571	Parent	182+53	East	35'	16'	18'	State	Residence
		183+53	East	35'	16'	18'	Owner	Orchard
		184+53	East	35'	16'	18'	Owner	Orchard
46752	Gregg	178+66	West	50 ~~40'~~	32'	44'	State	Truck Rental Lot
		180+00	West	50 ~~40'~~	32'	44'	State	Mobile Home Lot
46753	Pena	180+61	West	35'	26'	32'	State	Produce Stand
		181+43	West	35'	16'	18'	State	Produce Stand

(Continued on Following Page)

ACCESS DETERMINATIONS -- Page 7

Mi on Freewater-Washington State Line Section

*These ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46570								
46574	....							
46575	Miller	183+25	West	35'	26'	32'	State	Second Hand Store
		184+73	West	35'	16'	18'	State	Second Hand Store
*46576	Smith	185+50	West	35'	16'	18'	State	Farm Land
		186+50	West	35'	16'	18'	Owner	Farm Land
		187+40	West	35'	16'	18'	State	Residence
		189+90	West	35'	16'	18'	State	Farm Land
		191+00	West	35'	16'	18'	Owner	Farm Land
46577	Knifong	185~~+65~~ +10	East	35'	16'	18'	State	Residence
		185+70	East	35'	16'	18'	State	Residence
		186+50	East	35'	16'	18'	Owner	Orchard
		187+50	East	35'	16'	18'	Owner	Orchard
46578	Zerba	188+46	East	35'	16'	18'	State	Junk Yard
		189+90	East	35'	26'	32'	State	Junk Yard
		191+35	East	35'	16'	18'	Owner	Junk Yard
46579	Stephens	191~~+65~~ +75	East	35'	16'	18'	State	Residence
		192+40	East	35'	16'	18'	State	Residence
46580	Hunter	193+15	East	35'	26'	32'	State	Tavern
		194+50	East	35'	26'	32'	State	Tavern
		196+55	East	35'	16'	18'	Owner	Extra Lot
		197+45	East	35'	16'	18'	State	Residence
46581	Akes	191+75	West	50 ~~40'~~	32'	44'	State	Mobile Homes
		193+15	West	35'	16'	18'	State	Store
		194+52	West	50 ~~40'~~	32'	44'	State	Mobile Homes
46582	Akes	195+00 ~~194+95~~	East	35'	16'	18'	State	Residence
		195+63	East	35'	16'	18'	State	Residence
		195+30	West	35'	16'	18'	State	Residence
		196+11	West	35'	16'	18'	State	Residence
		196+72	West	35'	16'	18'	State	Residence
46583	Steadman	197+50	West	35'	16'	18'	Owner	Extra Lot
		198+57	West	35'	26'	32'	State	Extra Lot
46584	Warner	199+43	West	35'	26'	32'	State	Super Market
46585	Pioneer Posse	198+97	East	50 ~~40'~~	32'	44'	State	Mobile Home Sales
		200+50	East	50 ~~40'~~	32'	44'	State	Mobile Home Sales
46586	Blankenship	201+65	East	35'	16'	18'	State	Residence
46717	Continental Foods	203+32	East	40'	32'	44'	State	Super Market
		204+64	East	35'	26'	32'	State	Super Mkt & Resi.

(Continued on following page)

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46718	Weis	206+70	East	35'	16'	18'	Owner	Extra Lot
		207+30	East	35'	16'	18'	State	Residence
		207+80	East	35'	16'	18'	Owner	Extra Lot
*46719	Garrett	203+00	West	35'	16'	18'	Owner	Orchard
		205+50	West	35'	16'	18'	Owner	Orchard
		208+35	West	35'	26'	32'	State	Orchard
		209+50	West	35'	16'	18'	State	Residence
		211+00	West	35'	16'	18'	Owner	Orchard
		213+00	West	35'	16'	18'	Owner	Orchard
		214+50	West	35'	16'	18'	Owner	Orchard
*46720	Holady	209+70	East	35'	26'	32'	State	Residence & Fruit Stand
		210+75	East	35'	26'	32'	State	Fruit Stand
		212+00	East	35'	16'	18'	Owner	Orchard
		214+00	East	35'	16'	18'	Owner	Orchard
46721	Hubbs	215+~~45~~ +50	East	35'	16'	18'	State	Being Developed
		215+95	East	35'	16'	18'	State	Being Developed
		218+30	East	35'	16'	18'	State	Unimproved
		219+00	East	35'	16'	18'	State	Unimproved
		221+00	East	35'	16'	18'	Owner	Unimproved
		224+00	East	35'	26'	32'	State	Residence & Nursery
		225+15	East	35'	26'	32'	State	Residence & Nursery
		226+20	East	35'	16'	18'	State	Nursery
		226+85	East	35'	16'	18'	Owner	Unimproved
		227+40	East	35'	16'	18'	Owner	Unimproved
46721	Harding	289+90	East	35'	16'	18'	State	Residence & Meat Packer
		291+90	East	35'	26'	32'	State	
*46722	Parsons	215+40	West	35'	16'	18'	State	Residence
		217+00	West	35'	16'	18'	Owner	Undeveloped
		219+00	West	35'	16'	18'	Owner	Undeveloped
		221+00	West	35'	16'	18'	Owner	Undeveloped
46723	Remington	223+97	West	35'	16'	18'	State	Service Station
		223+30	West	35'	26'	32'	State	Store (Grocery)
46724	Nelson	224+35	West	35'	30'	32'	State	
		225+80	West	35'	30'	32'	State	
46725	Miller	227+00	West	35'	16'	18'	State	Residence
46726	Reece	228+~~55~~ +50	West	35'	16'	18'	State	Residence
46727	Thompson	229+[illegible] +60	West	35'	16'	18'	State	Residence
46728	Modern Floors, Inc.	228+25	East	35'	26'	32'	State	Floor Coverings

(Continued on following page)

ACCESS DETERMINATIONS -- Page 5

M on Freewater-Washington State
Line Section

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46729	Williams	229+20	East	50 ~~40'~~	32'	44'	State	Service Station
		231+05	East	50 ~~40'~~	32'	44'	State	Service Station
		233+00	East	50 ~~40'~~	32'	44'	State	Heavy Machinery
		234+30	East	50 ~~40'~~	32'	44'	State	Mobile Home Sales
		235+05	East	35'	26'	32'	State	Mobile Home Sales
46730	McCallum	229+95	West	35'	16'	18'	State	Residence
		231+10	West	50 ~~40'~~	32'	44'	State	Mobile Home Sales
		232+90	West	50 ~~40'~~	32'	44'	State	Mobile Home Sales
		234+12	West	50 ~~40'~~	32'	44'	State	Mobile Home Sales
		235+28	West	35'	16'	18'	State	Residence
46731	Wibbels	235+68	West	35'	16'	18'	State	Residence
		236+43	West	35'	16'	18'	State	Residence
		237+28	West	35'	16'	18'	Owner	Extra Lot
46732	Fulkerson	238+00	West	35'	16'	18'	State	Animal Hospital
46733	Roberts	238+88	West	35'	26'	32'	State	Retail Stores
		240+60	West	50 ~~40'~~	32'	44'	State	Service Station
*46734	Bookes	236+00	East	35'	16'	18'	Owner	Pasture
		237+50	East	35'	16'	18'	Owner	Pasture
		238+75	East	35'	16'	18'	State	Pasture
		240+75	East	35'	16'	18'	Owner	Pasture
*46735	Hiendenrich	243+00	East	35'	16'	18'	Owner	Undeveloped
		244+25	East	35'	16'	18'	Owner	Undeveloped
46736	DeMotts	246+00	East	35'	16'	18'	Owner	Undeveloped
		248+00	East	35'	16'	18'	Owner	Undeveloped
		250+00	East	35'	16'	18'	Owner	Undeveloped
		252+00	East	35'	16'	18'	Owner	Undeveloped
		254+00	East	35'	16'	18'	Owner	Undeveloped
46737	Egg	244+00	West	50 ~~40'~~	32'	44'	State	Residence & Barn
		245+50	West	35'	16'	18'	Owner	Irrigated Pasture
		246+00	West	35'	16'	18'	Owner	Irrigated Pasture
		247+50	West	35'	16'	18'	Owner	Irrigated Pasture
		250+00	West	35'	16'	18'	Owner	Irrigated Pasture
		251+50	West	35'	16'	18'	Owner	Irrigated Pasture
		253+00	West	35'	16'	18'	Owner	Irrigated Pasture
		254+50	West	35'	16'	18'	Owner	Irrigated Pasture
46738	Kemp	255+50	West	35'	16'	18'	Owner	Extra Lot
		257+67	West	35'	16'	18'	State	Residence
46739	Snow	258+04	West	35'	16'	18'	State	Residence
		261+43	West	35'	16'	18'	Owner	Undeveloped Land

(Continued on following page)

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
*46740	Caverhill	255+50	East	35'	16'	18'	Owner	Pasture
		257+00	East	35'	16'	18'	Owner	Pasture
		258+18	East	35'	26'	32'	State	Residence & Farm
		260+00	East	35'	16'	18'	Owner	Pasture
46741	Okerlund	261+25 ~~262+03~~	East	35'	16'	18'	State	Residence
46742				No access				
46743	Cary	265+00	East	35'	16'	18'	Owner	Orchard
		267+00	East	35'	16'	18'	Owner	Orchard
46744	Baptist Church			No Access				
46745	Griggs	272+95	West	35'	26'	32'	State	Shopping Center
		274+62	West	35'	16'	18'	Owner	Shopping Center
		276+25	West	50 ~~40'~~	32'	44'	State	Shopping Center
		277+50	West	35'	16'	18'	Owner	Shopping Center
		278+75	West	35'	26'	32'	State	Shopping Center
		279+52	West	50 ~~40'~~	32'	44'	State	Service Station
		281+00	West	50 ~~40'~~	32'	44'	State	Service Station
46746	Jordan	270+50	East	35'	16'	18'	Owner	Nursery
		272+47	East	35'	26'	32'	State	Nursery
		273+60	East	35'	26'	32'	State	Nursery
*46747	Cross	275+90	East	35'	16'	18'	Owner	Unimproved Land
		277+20	East	35'	16'	18'	Owner	Unimproved Land
		278+60	East	35'	16'	18'	Owner	Unimproved Land
		279+95	East	35'	16'	18'	Owner	Unimproved Land
		281+30	East	35'	16'	18'	Owner	Unimproved Land
*46748	Blair	282+00	East	35'	16'	18'	State	Residence
46749	Perkins	283+95	East	35'	26'	32'	State	Residence & Farm Equipment
46750	Griggs	283+00	West	35'	16'	18'	Owner	Undeveloped
		284+00	West	35'	16'	18'	Owner	Undeveloped
		285+00	West	35'	16'	18'	Owner	Undeveloped
		286+00	West	35'	16'	18'	Owner	Undeveloped
		287+00	West	35'	16'	18'	Owner	Undeveloped
		287+90	West	35'	16'	18'	Owner	Undeveloped
	Metz	305+50	West	35'	16'	18'	Owner	Farm Land
		307+50	West	35'	16'	18'	Owner	Farm Land
		309+45	West	35'	16'	18'	State	Residence
		310+50	West	35'	16'	18'	Owner	Farm Land
		312+00	West	35'	16'	18'	Owner	Farm Land
		314+45	West	35'	16'	18'	State	Residence

(Continued on following page)

*Those ownerships were not contacted

File No.	Name	Station	Side	Access Width	Approach Width	Curb Cut	Const. By	Use
46751	Miller	285+80	East	35'	16'	18'	State	Residence
		287+50	East	35'	16'	18'	Owner	Undeveloped
		289+00	East	35'	16'	18'	Owner	Undeveloped
46752	Allen	293+30	East	35'	16'	18'	Owner	Undeveloped
		296+00	East	35'	26'	32'	State	Farm
*46753	Fleenors	288+30	West	35'	16'	18'	State	Undeveloped
		290+00	West	35'	16'	18'	Owner	Undeveloped
		292+00	West	35'	16'	18'	Owner	Undeveloped
		294+00	West	35'	16'	18'	Owner	Undeveloped
46754	Akers	296+35	West	35'	26'	32'	State	Residence & Orchard
		298+50	West	35'	16'	18'	Owner	Residence & Orchard
46755	Williams	300+10	West	35'	16'	18'	State	Residence
*46756	Simmons	296+70	East	35'	16'	18'	State	Residence
		298+00	East	35'	16'	18'	Owner	Undeveloped
*46757	Simmons	299+30	East	35'	16'	18'	State	Residence
46758	White	300+00	East	35'	16'	18'	State	Undeveloped
		301+00	East	35'	16'	18'	Owner	Undeveloped
		302+00	East	35'	16'	18'	Owner	Undeveloped
46759	Lane	303+50	East	35'	16'	18'	State	Undeveloped
*46760	Small	304+00	East	35'	16'	18'	State	Undeveloped
		305+50	East	35'	16'	18'	Owner	Undeveloped
		307+00	East	35'	16'	18'	Owner	Undeveloped
*46761	Hudson	303+50	West	35'	16'	18'	State	Undeveloped
		305+00	West	35'	16'	18'	Owner	Undeveloped
46762	Kilburg	313+33	East	50 ~~40'~~	32'	44'	State	Service Station
		314+30	East	50 ~~40'~~	32'	44'	State	Service Station
		315+05	East	50 ~~40'~~	32'	44'	State	Cafe
46763	Larson	309+92	East	35'	26'	32'	State	Nursery & Fruit Stand
		311+35	East	35'	26'	32'	State	Nursery & Fruit Stand
		312+78	East	35'	26'	32'	State	Nursery & Fruit Stand

ACCESS DETERMINATIONS

Milton-Freewater-Washington State
Line Section

*Those ownerships were not contacted

File No. Name	STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	CURB CUT	TO BE CONST. BY
46553	150+95	West	35'	16'	18'	Owner
	152+15	"	35'	16'	18'	"
	153+35	"	35"	16'	18'	"
	154+55	"	35'	16'	18'	"
	162+55	"	35'	16'	18'	"
	163+80	"	35'	16'	18'	"
	165+05	West	35'	16'	18'	Owner
	166+30	"	35'	16'	18'	"
	167+55	"	35'	16'	18'	"
	168+80	"	35'	16'	18'	"
	170+05	"	35'	16'	18'	"
	171+30	"	35'	16'	18'	"

Merle E. Griffin
VERNE A. ALLEN, LIAISON AGENT
(By Merle E. Griffin)

Frank L. Hall
Design Engineer

H. W. Snell
H. W. SNELL, DISTRICT SUPERVISOR

Right of Way Engineer

Dale D. Allen
H. S. COULTER, REGIONAL ENGINEER
(By Dale Allen, Regional Maint. Engineer)

J.B. Klaboe
Assistant State Highway Engineer

FORM E-20 (12-67)
DEC 8 - 1970

FOR FILING
7970

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1970

SUBJECT:
Environmental Impact Report
Milton-Freewater - Washington
State Line Section

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The environmental impact report for the subject project has been reviewed by members of the Environmental Review Committee and is enclosed for your approval.

It is the opinion of the Review Committee that the report covers the social, economic and environmental elements which have been considered by various engineering personnel during the development and design of the project, and that the elements considered adequately cover the environmental impact of the project.

R. W. Ellison
R. W. Ellison
Asst. Program and Planning Engineer

Attach.

RWE:ia

cc: L. H. Young

Approved 12-7-70
F B Klaboe
Asst. State Hwy. Engr.

copy to
Ellison
12-7-70

RECEIVED
DEC 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Division
Program & Planning Section

MILTON-FREEWATER - WASHINGTON STATE LINE SECTION

OREGON-WASHINGTON HIGHWAY

Environmental Impact:

The construction of the existing two-lane highway route from the contiguous towns of Milton-Freewater to the Washington State line was completed in 1948 on right of way adequately acquired for future expansion of the roadway. In light of present levels of commercial and other development, and where traffic volumes are predicted to produce serious congestion, the present plan to develop a four-lane facility should have minimal negative effect on the abutting properties. The local desire for the proposed improvement was evidenced by the absence of any request for a public hearing on the project.

The commercial developments as they exist along the road northerly of Milton-Freewater are typically highway-oriented activities. It is becoming a strip city with many of the attendant symptoms of urbanization. Very little effective organization of traffic factors is evident. There is confusion of traffic due to the more or less uncontrolled parking and turning situation. There is the inevitable frustrating mix of local and through traffic to Walla Walla and beyond. The accident rate is 50% greater than the statewide average for similar highways.

Records indicate about one fatality per year recently. It is, however, within the possibilities of highway design to mitigate the most undesirable effects of such a condition by signing and speed control, by access control, and by adequate provision for left turns across opposing lanes of traffic.

The desires of highway-oriented business locations are obvious. They need exposure in roadside advertising, relatively inexpensive property with parking space, and room for expansion. This rationale often pertains to industrial manufacturing concerns as well as direct sales type services.

In the 4.75-mile length of this project there is much room for further growth in this "one-street" type of urbanization. There are numerous residential properties and considerable undeveloped open space in which commercial enterprise developments undoubtedly will occur. Land use planning and zoning for highest and best use is still unacceptable to most communities as a reality but is a means of controlling the objectionable development phases of urbanization.

In respect to this section, the accommodation of the proposed design can be realized. The basic design of the proposed improvement, with few exceptions, will feature an 84-foot wide curbed roadway with 10-foot shoulders, two 12-foot travel lanes in each direction, and a 16-foot painted median. The few right-of-way parcels required do not dispossess any residence or business, with the exception of one barn used for hay storage. Wherever possible the fill slopes which are mostly of small size will be contained on the existing highway right of way. Elsewhere for the most part, it is planned to secure narrow construction easements to contain shallow flat slopes on the abutting properties. In some few instances, the slopes will affect private landscape forms, but in several areas the existing landscaping is on highway property. Property owners will be compensated by payment for any damage to landscape features on their property.

There are three structures on the route, all in the City of Milton-Freewater. One carries the highway over the Little Walla Walla River; the other two carry a railroad and a city street over the highway. None of these structures will be modified, as it is planned to narrow the median strip and shoulders at these points.

The surface drainage from the highway will be handled in the normal manner with catch basins and storm sewer lines installed that will feed into the present natural drainage systems which are adequate for such use. In the City of Milton-Freewater, there are short sections of sanitary and storm sewers and a municipal water facility that will be modified and restored during construction. No interruption of these services is anticipated.

Those public utilities having extensive pole lines along the existing roadway will require very little modification because of the protection provided by the proposed highway curbs. Without curbs, the poles would have to be moved some distance from the traveled way.

A small natural gas service line parallels the roadway for a short distance and crosses at a right angle at one point. This crossing line and part of the parallel line will require relocation where they lie between the curbs. It is anticipated that this relocation will occur without interruption to service.

In the more rural parts of the route and in some parts that were formerly agricultural lands, there are several small- and medium-scale irrigation facilities; these are mainly open ditches, pipes under the roadway and one fairly large inverted siphon. This latter facility has wing walls at each end that would be affected by the current design. However, it will be given further study to determine the most effective method to resolve this conflict. Another irrigation ditch system which parallels the highway on both sides will be modified by abandonment of the minor element on one side and moving the buried conduit under the roadway to a point directly opposite the desired point of use. Because of the evolution factor in effect changing land use from essentially rural toward a residential-commercial condition, several of the minor irrigation facilities are or will be abandoned. The remaining facilities not specified above will not be affected by the highway work.

Since this section of the Oregon-Washington Highway is part of a principal arterial system, it follows that first consideration should be given to the safe and efficient movement of through traffic. The hard facts, however, indicate that it is and will also continue to be a land service road. This dichotomy of use imposes a critical degree of judgment in the location and design of the present and future points of access. It is planned that the maximum amount of access will be granted to the abutting properties consistent with the minimum disruption to the needs of the desired traffic flow. Only time can determine how well and how long this policy will apply.

During the period of construction, present traffic will be carried on the existing roadway. Some temporary disruption of on-off movements to abutting properties will be encountered as access points are adjusted to the ultimate design locations.

In some instances, the new design will require an individual or business to modify their off-street parking accommodation to compensate for a loss of parking formerly available on State Highway property. Within the city on-street parking will be a matter of local decision. Vehicle parking on shoulder areas of such highways outside of a city is permitted unless other factors make for a dangerous condition. When in the future it becomes known that shoulder parking creates a hazard, the Highway Commission is empowered to develop regulations for control which then becomes the responsibility of the State Police to enforce.

The extent of traffic control that exists where the present two-lane highway enters the angular intersection at 3rd and Main Streets is limited to stop signs on 3rd Street and on the southbound lane of the Oregon-Washington Highway. These are augmented by two small islands of curbs and raised pavement bars, all of which are generally inadequate for the control of existing traffic. This interchange will be redesigned for the anticipated four-lane movements and will be fully controlled by traffic signals, signs and pavement markings. At this intersection, the existing highway merges with and becomes a part of South Main Street which has a railroad track approximately in the center of the street. Southbound highway traffic and any other cross-highway traffic will cross the railroad track at angles down to about 30°. This rail line is a spur of the Walla Walla Valley Railroad and mainly serves canneries in the city. There are several train movements per day during the canning season and only occasional movements at other times. The present plan does not include signal control for traffic at any time for train movements as a recent study of motor vehicle accidents during the past 5 years reveals no involvement with trains.

Since this proposed facility is not expected to greatly alter the sources, the composition, or the volume of traffic now using the route, it would therefore not significantly affect the current levels of air or noise pollution.

12-7-70

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APR 28 197

7970

Klaboe

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 21, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

S. E. REEDWAY - CLACKAMAS COUNTY LINE SECTION, PACIFIC HIGHWAY EAST

MILTON - WASHINGTON STATE LINE SECTION, OREGON - WASHINGTON HIGHWAY

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

Comments include a statement that steelhead trout and Coho salmon utilize the streams involved in the projects. It is important that fish passage and water quality be maintained during construction. The Game Commission indicated a desire to work with the Highway Division on possible creation of fishing ponds in borrow areas related to the Milton - State Line project.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

EW:wg

4-27-70

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
FORREST COOPER

RECEIVED
APR 15 1970

FOR FILING

7970

Klabo

COMMENTS AND RECOMMENDATIONS OF THE

DISTRICT 12 COUNCIL OF GOVERNMENTS
UMATILLA COUNTY COURTHOUSE
PENDLETON, OREGON 97801

DATE: April 3, 1970

TO: Mr Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

The following application has been reviewed by the District 12 Council of Governments:

APPLICANT AGENCY: State Highway Division

ADDRESS: Highway Building, Salem, Oregon 97310

GEOGRAPHIC LOCATION OF PROJECT: Oregon-Washington Highway between the City of Milton-Freewater and the Washington State Line.

COMMON PROGRAM NAME: Federal Aid Primary, Title 23, U.S.C. Highways

PROJECT DESCRIPTION: Preliminary engineering, right-of-way acquisition, paving, structures, etc., to expand substandard 2-lane highway to 4-lane facility.

COMMENTS AND RECOMMENDATIONS:

The District 12 Council of Governments approves the proposed project and recommends the state proceeding with the project.

orig to Young
4-13-70

Kenneth W.
Authorized Representative
Secretary

RECEIVED
MAR 17 1970

FOR FILING

17970

March 17, 1970

Mr. Harry E. Ringhand
Chairman, Highway Committee
Milton-Freewater Chamber of Commerce
Post Office Box 137
Milton-Freewater, Oregon 97862

Dear Mr. Ringhand:

On January 27 I wrote to you advising that we expected to hold formal hearings on the proposed Milton-Freewater project between Milton-Freewater and the Washington State Line.

Since that time, we have made inquiry of both the City and the County involved and they advise us that they have had no requests for a hearing. Under the circumstances, we are not required to hold one and will proceed in an orderly manner with getting the project ready for construction.

Thank you for your support in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
H. S. Cox
H. S. Coulter

General Files Copy

Milton - Washington

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MAR 17 1970
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7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone - 364-2171

March 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for six federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Urban	S. E. Reedway-Clackamas Co. Line Section Pacific Highway East
Federal-Aid Secondary	Beaverton-jamieson Road Section Beaverton-Hillsdale Highway

State Administrative District No. 5

Federal-Aid Primary	Goshen-Immigrant Road Section Willamette Highway

State Administrative District No. 8

Federal-Aid Secondary	Oak Grove Rd.-Elm St. (Medford) Section Jacksonville Highway

State Administrative District No. 11

Federal-Aid Secondary	Patterson St.-Klamath Falls-Malin Hwy. Jct. Section Klamath Falls-Lakeview Highway

State Administrative District No. 12

Federal-Aid Primary — Milton-Washington State Line Section
Oregon-Washington Highway

The estimated date of filing for federal-aid funds on these projects varies from May 1970 to December 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON
L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

RECEIVED
MAR 18 1970
FOR FILING

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone - 364-2171

March 16, 1970

District 12 Council of Governments
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: Executive Memorandum 01-270-02), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project:

Milton-Washington State Line Section
Oregon-Washington Highway

As required by said Executive Memorandum, the Notice of Intent has been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe ✓
D. J. Barbee
D. H. Moehring
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

NOTED
F. B. KLABOE

ATTACHMENT B

NOTICE OF INTENT
March 16, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. **Project Location**

Administrative District 12 City Milton-Freewater

County Umatilla Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. **Federal Program**

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. **Estimated Project Cost**

Federal Share ☐ Loan ☒ Grant 2,000,000 Source of State Agency Share (if any)

Local Applicant Share - General Fund -

*State Agency Share 1,300,000 Other Funds (specify) -

Other (specify) -

TOTAL 3,300,000 *Total State Agency Share 1,300,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date September 1970

---

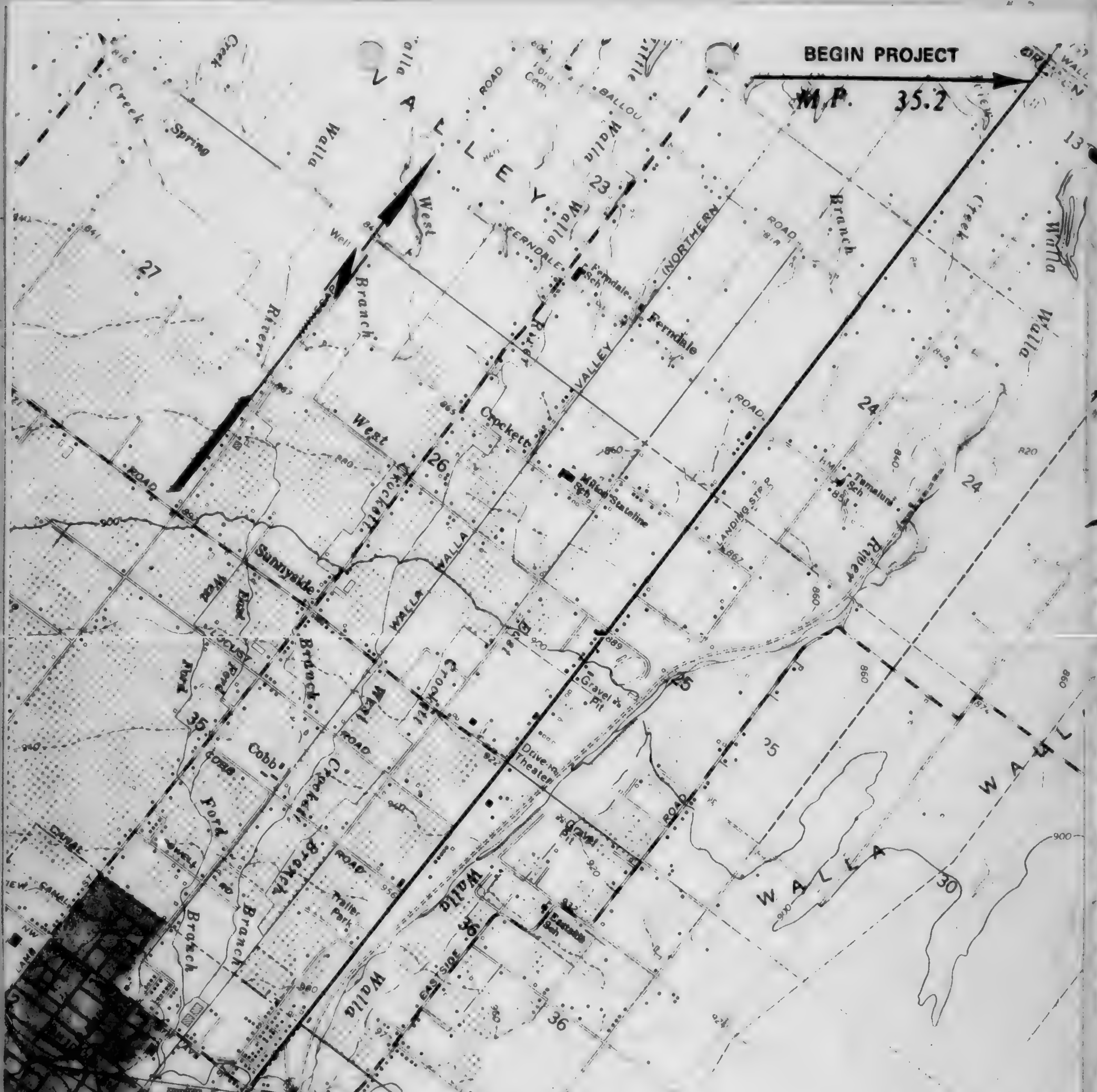
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

MILTON-WASHINGTON STATE LINE SECTION, Oregon-Washington Highway

Project to consist of preliminary engineering, right of way acquisition, grading, paving, structures, and incidental work to expand the existing substandard 2 lane highway to a 4 lane facility with limited access.

Length of Project	4.6 miles
Estimated ADT	1967 = 6,000 1987 = 10,800
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The proposed facility will have four 12-foot travel lanes, 10 foot shoulders, and variable median with a maximum of 16 feet.
Structures	Widen bridge over Little Walla Walla River, reconstruct grade separation structure with railroad and reconstruct grade separation structure with county road.

See attached map for geographic location.


BEGIN PROJECT
M.P. 35.2
END PROJECT
M.P. 30.6
VALLEY
WALLA WALLA
Walla Walla River
West Branch
East Branch
Ferndale
Crockett
Sunnyside
Cobb
Milton-Freewater
Tamalum Sch
Drive-in Theater
Gravel Pit
Trailer Park
ROAD
VALLEY
(NORTHERN
Spring Creek
Well
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 12, 1970

Hon. D. R. Cook
Umatilla County Judge
Courthouse
Pendleton, Oregon 97801

See
Pendleton
'70 Hearing file
1970

Dear Judge Cook:

Thank you for your letter of March 5 notifying us that Umatilla County has not received any requests for a corridor and design hearing on the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Forrest Cooper
Fred Klaboe
V. D. Wolfe
Frank Morgan
H. S. Cox
David Moehring
D. J. Barbee
L. H. Young (2)
I. D. Merchant
H. S. Coulter

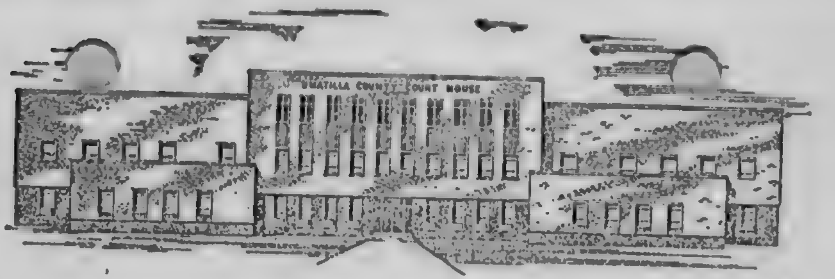
NOTED
F. B. KLABOE

RECEIVED
MAR 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Hwy # 8

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
XXXXXXXXXXXX
RAYMOND E. REES
Raymond Bevans



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97601

March 5, 1970

Oregon State Highway Commission
State Capitol
Salem, Oregon 97310

Attention: Don Harwell

Dear Sir:

The County Court has not received any requests verbally or by mail for a public hearing on Highway 11 from Milton-Freewater to the Oregon-Washington state line.

Sincerely yours,

D. R. Cook

D. R. COOK,
County Judge

DRC:ak

RECEIVED
MAR 10 1970
ENGINEER
COUNTY & CITY DIVISION

Note
Original to Query

NOTED
DON HARWELL

1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 26, 1970

Mr. Henry Schneider
City Manager
City of Milton-Freewater
City Hall
Milton-Freewater, Oregon

See Pendleton
1970 No Hearing
file

Dear Mr. Schneider:

Thank you for your letter of February 25 notifying us that the City of Milton-Freewater has not received any requests for a corridor and design public hearing on the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway.

Very truly yours,

[illegible]

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Forrest Cooper
Fred Klaboe
V. D. Wolfe
Frank Morgan
H. S. Cox
David Moehring
D. J. Barbee
L. H. Young (2)
I. D. Merchant
H. S. Coulter

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MILTON-FREEWATER
ALL AMERICA CITY

ouncil-Manager Government Since 195

MILTON-FREEWATER

State of Oregon

PHONE 503-938-5531 CITY HALL, 722 SOUTH MAIN

Sister City
Waimate
New Zealand

OFFICE OF
CITY MANAGER

February 25, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Gentlemen:

As of this date, 25 February 1970, there have been no requests made to the Council of the City of Milton-Freewater for a hearing on the construction proposal of Highway 11.

Sincerely,

Henry Schneider
City Manager

HS:pb

RECEIVED
JAN 30 1970

FOR FILING
7970

January 29, 1970

Oregon State Board of Health
P. O. Box 231
Portland, Oregon 97207

Attention: Harold E. Milliken
Director
Office of Public Health
Engineering

Gentlemen:

This will acknowledge receipt of your letter of January 27 concerning reconstruction of the Oregon-Washington Highway through the city of Milton-Freewater and northerly.

Your letter is being forwarded to the office of the State Highway Engineer for consideration of the comments that you offer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: R. L. Porter
(Attachment)

OREGON STATE
BOARD OF HEALTH

STATE OFFICE BUILDING • P. O. BOX 231 • PORTLAND, OREGON • 97207

TOM McCALL
GOVERNOR

Members of the Board
Charles S. Campbell, M.D.
President
Salem
A. V. Jackson, D.O.
Vice President
Forest Grove
Edward M. Anderson
Eugene
B. Brandt Bartels, M.D.
Medford
Robert I. Daugherty, M.D.
Lebanon
Arthur Huber, D.M.D.
Astoria
Conrad N. McConnell, R.Ph.
Portland
Beatrice K. Rose, M.D.
Portland
Robert O. Spiekerman
Pendleton
Frederick H. Torp
Portland
Edward Press, M.D.
Portland
Secretary and
State Health Officer

January 27, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: W - Milton-Freewater

Dear Mr. Query:

Our staff has reviewed your letter of January 16, 1970, regarding the proposed widening and reconstruction of Oregon-Washington Highway (Ore 11) through the City of Milton-Freewater to the Washington State line. At the present time, the only requirement we would impose upon the proposed project is to review the plans and specifications for relocation of water lines in the affected area. We do not plan to enter a formal motion at the scheduled hearings and will trust that you will assure the plans and specifications are submitted for our review prior to construction. Relocation of private water supply systems is under the jurisdiction of the Umatilla County Health Department.

Do not hesitate to contact me or our District Engineer, Mr. James R. Sheetz, 700 S. E. Emigrant, Pendleton, Oregon 97801 if you have any questions regarding this matter.

Very truly yours,

Harold E. Milliken

Harold E. Milliken, Director
Office of Public Health Engineering

HEM:rrs

cc: J. R. Sheetz, District Sanitary Engineer
Umatilla County Health Department
City of Milton-Freewater
Division of Federal Aid Coordination Unit, Salem 97310

RECEIVED
JAN 28 1970
OREGON
STATE HIGHWAY COMMISSION

Telephone: Area Code 503 — Days 226-2161 — After Hours 222-1500

RECEIVED
JAN 30 1970

7970

January 29, 1970

Department of Environmental Quality
State Office Building
Portland, Oregon 97201

Attention: Ely J. Weathersbee
Deputy Director

Gentlemen:

This will acknowledge receipt of your letter of January 27 concerning reconstruction of the Oregon-Washington Highway through the city of Milton-Freewater and northerly.

Your letter is being forwarded to the office of the State Highway Engineer for consideration of the comments that you offer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:er

bc: R. L. Porter
(Attachment)

DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

HERMAN P. MEIERJURGEN
Nehalem

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

January 27, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: S - Milton-Freewater

Dear Mr. Query:

Our staff has reviewed the proposed widening and reconstruction of Oregon-Washington Highway (Ore 11) through the city of Milton-Freewater to the Washington State line.

At the present time, the only requirement we would impose upon the proposed project is to review the plans and specifications for relocation of sewer lines in the affected area. We do not plan to enter a formal motion at the scheduled hearings and will trust that you will assure the plans and specifications are submitted for our review prior to construction. Relocation of private sewage disposal systems is under the jurisdiction of the Umatilla County Health Department.

Do not hesitate to contact this office or our District Engineer, Mr. James R. Sheetz, 700 S.E. Emigrant, Pendleton, Oregon 97801, if you have any questions regarding this matter.

Very truly yours,

Ely J. Weathersbee
Deputy Director

JRS:1b

cc: City of Milton-Freewater
cc: Umatilla County Health Dept.
cc: James R. Sheetz

DEQ-1

Mailing Address: P.O. Box 231, Portland, Oregon 97207 — Telephone: (503) 226-2161

RECEIVE
JAN 27 1970
FOR FILIN

7970

January 27, 1970

Mr. Harry E. Ringhand
Chairman, Highway Committee
Milton-Freewater Chamber of Commerce
Post Office Box 137
Milton-Freewater, Oregon 97862

Dear Mr. Ringhand:

Thank you for your recent letter concerning the Commission's proposal to widen the Milton-Freewater Highway between Milton-Freewater and the Washington State Line.

We expect to proceed with formal hearings on this project within the next few months and invite you to present your views on the project at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
H. S. Cox
H. S. Coulter - Enc.

WHERE NATURE FAVORS THE FLAVOR
MILTON-FREEWATER, OREGON

MILTON-FR

CHAMBER OF

Organized in 1945

MILTON-FREEWATER
Chamber of Commerce
P.O. Box 137
Milton-Freewater, Ore. 97862

MILTON-FREEWATER, OREGON

Dept. 2

REFERRED TO
admin
BY SECRETARY

Klaver

TO: Oregon State Highway Commission

FROM: Milton-Freewater Chamber of Commerce

The Milton-Freewater Chamber of Commerce on Monday, January 19, 1970, passed a resolution commending the Oregon State Highway Commission for recognizing the traffic problem that exists on Highway 11--Milton-Freewater to the Washington stateline.

The Chamber wholeheartedly endorsed the proposed 4-lane design as presented by District Engineer H.S. Coulter of LaGrande and feels that the proposed will alleviate the dangerous traffic accident rate on the congested entrance to the State of Oregon.

The Chamber hereby pledges its cooperation and support in any way needed to further expedite this important road project.

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Harry E. Ringhand
Chairman Highway Committee

Harry E. Ringhand

RECEIVED
JAN [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

7770

Oregon - Washington
8

January 26, 1970

Mr. James B. McElroy
P. O. Box 83
Milton-Freewater, Oregon 97862

Dear Mr. McElroy:

Thank you for your letter of January 23, 1970, regarding possible improvement of Highway 11 in front of your house in Milton-Freewater. We have no construction scheduled for any work on this highway in your area.

Should you consider rearranging you present driveway you should contact our District Maintenance Superintendent in that area for a permit to do so. His name is Mr. Robert Pool, P. O. Box 459, Pendleton, Oregon 97801, phone number 276-1241.

It is hoped this information will answer your question.

Yours very truly,

D. J. BARBEE
Design Engineer

By

ORIGINAL SIGNED BY
DONALD L. TROUT
DONALD L. TROUT
Design Office Engineer

DLT/bdr
cc: Mr. Robert Pool

RECEIVED
JAN 26 1970
DESIGN
DIVISION

Routing

1 Barbee	Trout
2 Hall	Wills
A. Olson	Hackleman
Sample	Scott
Terpin	R. Olson
Swenson	Carstensen

P. O. Box 83
Milton-Freewater, Oregon 97862

January 23, 1970

Design Department Office
Room 224
State Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Possible Highway 11 Revision

We live on the East side of Highway 11 at the edge of Milton-Freewater. Our house is directly across the highway where Broadway Street runs into Highway 11.

If any construction takes place in front of our house on Highway 11 we would like to ask your consideration in allowing us curbing for another drive-way so that we may have a circular drive-way around our house. The circular driveway would enable us to pull out onto the highway more safely as well as solve other driveway problems for us.

Your consideration to the above request will be most appreciated.

Very truly yours,

Mrs. James McElroy

James B. McElroy

REFERRED TO
Trout
Design Engr.

1 [illegible] ✓
2 [illegible]
A. Olson
Sample
Terpin
Swenson

RECEIVED
JAN 26
DESIGN
DIVISION

Trout Tr
Wills
Hackerman
Scott
R. Olson
Carstensen

7970 Milton-Freewater-Wash. State 1973
Line Sec., Ore.-Wash. Hwy.
(Grad.,pav.,struct.,sign.,tr. sig.)#2

CCA 4976 1-16-75
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

7970

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 30, 1973

NOTED
E. S. HUNTER

Union Pacific Railroad
P. O. Box 8979
Portland, OR 97208

ATTENTION: Mr. L. A. Kirkeby

Gentlemen:

Milton Undercrossing
Milton Freewater-Washington
State Line Section
~~Oregon-Washington Highway~~
Umatilla County
UPRR File: D9043-32-3

Enclosed for your review and approval are four sets of the reduced size drawings 29185 to 29193 which are the advanced details for the Milton Undercrossing in Milton Freewater, Umatilla County.

These drawings have been revised to satisfy comments made by your engineers received on August 14, 1973, except for the notation on the Dixon floating bearings and the weldigg of the knee brace to the top flange of the main girders. We have been informed by the Dixon bearing representative that the 20% of rated capacity load requirement applies to the completed structure after all dead load is applied. For this structure we have 30% of bearing rated capacity of the full dead load. Erection loading stages are taken care of by retainer bolts to prevent the possibility of the bearing piston rotating out of the pot assembly.

The knee brace will not be welded to the top flange and the 3/4 inch dimension shown in Drawing 29192 will be 1/8 inch clear. These two items have been discussed verbally and agreed upon with Mr. Petersen of your Omaha office on August 27, 1973 by our Design personnel.

RECEIVED
AUG 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

After the review of these drawings, if they are acceptable to the UPRR, please return one copy to this office with your approval thereon.

Bids for this project are scheduled to be received by the State Transportation Department on October 25, 1973.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db
Enc.

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
W. E. Schwartz
Harlan Gerlach

7970

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 29, 1973

SUBJECT: File 47818 - Taylor
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

To: W. E. Schwartz
Regional Engineer

This file was initiated because our proposed construction would seriously hamper Mr. Taylor's present access to his property. We have carefully researched the files and find that he has no rights of access to the highway which would include the part of the right of way that he is using to approach Northeast 8th Avenue.

We also checked our former acquisition under file 10554 and found that we purchased the west one-half of block 23 of Freewater. Subsequent to that time we quitclaimed our interest in Parallel Street to the owners of block 28. This restricted our rights of way to block 23 only on this side of the highway.

From the center line shown on the map dated August, 1942, 6b-5-17 our right of way scales approximately 80 feet along the south line of 8th Avenue, or as it is shown on the 1942 map, Washington Street. Our new map prepared this year, which is 9b-8-19, scales 90 feet from the present center line to our right of way line.

Please check the actual distance from our present center line to the western right of way line which is also the west line of block 23 by field survey so that we can be positive that we do not encroach upon Mr. Taylor's property with our slopes for the highway or for 8th Avenue.

If we do not encroach, some provision will have to be made in our reconstruction of 8th Avenue to provide him access to his property that will not involve State Highway right of way. If we do encroach, we will have to negotiate on a taking and damage.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ba

REFERRED TO

Cole
Ericson E.E.
Hager

cc Verne Allen
Hal Versteeg
Watson

Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐

BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
3 Scott S
Swenson
R. Olson
Trout T

RECEIVED
AUG 29 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

MILTON-FREEWATER
ALL AMERICA CITY

7970

Council-Manager Government Since 1951

MILTON-FREEWATER 8

State of Oregon

PHONE 503-938-5531 CITY HALL, 722 SOUTH MAIN

Sister City
Waimate
New Zealand

**OFFICE OF
CITY MANAGER**

August 29, 1973

1 Versteeg U
A. Olson
2 Terpin T
Scott
Copy Swenson
R. Olson
Trout N

RECEIVED
AUG 31 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

H. W. "Red" Gerlach
Regional Utilities Engineer
Department of Transportation
P.O. Box 850
LaGrande, Oregon 97850

Re: Sewer line Oregon-Washington
Highway 11.

Dear Sir:

The City of Milton-Freewater would like to have a sewer line installed within the new bridge structure at Eastside Road on the Highway 11 widening project. We would like to have a 14" opening. The pipe material would be 8" Ductile with 2" insulation applied to the outside and 2" allowance for fittings installations.

It is our understanding that this could be installed by the contractor during construction of the bridge if the City of Milton-Freewater furnishes necessary material.

Location would be preferable along the South side and on a minimum grade of 0.5% East to West. The City will furnish sufficient pipe to extend beyond the impact panels on each side of the bridge.

REFERRED TO
Cole
[✓ Eriksen] F.E.
Hager
Reed
Sample
Watson
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

Sincerely,

J D King

J. D. King
Director of Public Works

JDK:pb

opies to.
V.H. Versteeg
W. J. Hart.

RECEIVED
AUG 30 1973
UTILITY UNIT

Frank
Please make sure this is a reasonable request

7970

bc: G. L. Green—FHWA
H. S. Coulter
L. H. Young
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
Harlan Gerlach
W. C. Ferguson: An order for State
Work will be prepared and submitted
for this work by this office.
378-6511

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 28, 1973

Union Pacific Railroad
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. L. A. Kirkeby

Gentlemen:

Temporary Structure Work
Milton Freewater—Washington
State Line Section
Oregon Washington Highway
Umatilla County
UPRR File: D9043-32-3-SPCL

You are hereby authorized to proceed with the temporary structure work necessary to carry your Pendleton Branch Line over the Oregon-Washington Highway during the construction of the Milton Freewater—Washington State Line Section of this highway.

Please contact Mr. William C. Ferguson, Resident Engineer at 1216 SE Byers, Pendleton, Phone 276-7011, at least three days prior to beginning work so that a record may be kept for our files. Reimbursement for work performed on and subsequent to August 24, 1973 will be subject to provisions of PPM 30-3 upon receipt of your statement of charges. Please include in the billing the beginning and completion dates of this work.

It is understood that the provisions for performance of this work and other railroad work necessary during the construction of this section of the highway will be included in the construction agreement which you will furnish through the State in the near future.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

NOTED
H.S. COULTER

RECEIVED
AUG 29 1973
Office of
Assistant State Highway Engineer

JEC:db

79170

5

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

RECEIVED
AUG 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 27, 1973

cc's sent 8-28-73:
E. S. Hunter
W. J. Hart (3)
L. H. Young
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Mr. J.H. Versteeg
Road Design Engineer
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following titled proposed projects have been reviewed by our staff.

1. Milton-Freewater-Washington State Line
   Oregon-Washington Highway, Umatilla County

2. Maxwell Canal Bridge Section, Hermiston
   Highway, Umatilla County

NOTED
E. S. HUNTER

We do not anticipate any upstream migrating fish in the area of these projects. Thus our main concern is that water quality standards be maintain.

3. Silver Creek (Silverton) Bridge Section,
   FAS 147, Marion County

Anadromous fish pass through this reach of stream thus fish passage and water quality standards must be maintained.

We appreciate the opportunity to comment on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

_____Versteeg_____
_____A. Olson_____
_____Terpin_____
_____Scott_____
_____Swanson_____
_____R. Olson_____
_____Trout_____

RECEIVED
AUG 28 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To_____
Bring Up ___/___/___
Other_____
_____

7970

8-24-73

TRANSACTION NUMBER 8-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-24-73

BY (Signature): MR. YOUNG'S AUGUST 14, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ________

STAGE 1* ITEM NOS. ________ THRU ________

STAGE 2 ITEM NOS. 539 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
539	F-170(22)	4.70	3,300,000	2,578,900	MILTON FREEWATER - WASHINGTON STATE LINE SECTION. UMATILLA COUNTY.	GRADE, DRAIN, HIGH TYPE PAVEMENT, 3 STRUCTURES, ILLUMINATION AND TRAFFIC SIGNALS.

RECEIVED
STATE HWY ENGR
AUG 28 '73
REFER TO
R/W
FOR
Info | Inves | R/D | D/R | Sign | Act | Fil.

Orig -
8-29-73

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL UTILITY PREPARATORY WORK. YOU MAY ALSO PROCEED WITH THE ACTUAL ADJUSTMENTS OR RELOCATION OF THE UNION PACIFIC RAILROAD WITH FEDERAL PARTICIPATION THEREOF SUBJECT TO OUR APPROVAL OF A SATISFACTORY RAILROAD AGREEMENT COVERING THIS WORK.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-24-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

7970

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 23, 1973

TO Mr. W. E. Schwartz
Region 5 Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Milton-Freewater-Washington State Line Section
Oregon-Washington Hwy.
Umatilla Co.
Br. 16036

NOTED
E. S. HUNTER

Attached are two copies of a sketch indicating two proposed signs on the east side of South Main Street.

Please send us the ground line profile between the street and the right-of-way line for these two signs.

We need this information to complete our sign design for this project. Early action on this request is necessary in order for us to complete our plans.

JHW/ag

Attachs.

cc E. S. Hunter

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7970

bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
W. E. Schwartz (w/att.)
Gary Sund
L.E. George
C.T. Keasey

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

~~GEORGE M. BALDWIN~~
~~Administrator of Highways~~

August 22, 1973

City of Milton-Freewater
City Hall
Milton-Freewater, Oregon 97862

Attention: Mr. Steve L. Loveland
City Manager

Gentlemen:

Herewith for your consideration are four revised copies of a proposed agreement concerning construction of the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway, State Primary Highway No. 8, lying partially within the corporate limits of the City of Milton-Freewater.

The agreement is basically identical to the original proposal with the exception of recommended street closures. As requested by the City, only Columbia Street will be closed and terminated by construction of a 35-foot radius cul-de-sac.

Please examine the terms of the agreement and, if found to be in compliance with the City Council's resolution, arrange for signatures of three copies by the authorized officials. Forward three signed copies of the agreement and resolution to this office for presentation to the Oregon Transportation Commission. Following their approval, a fully-executed copy will be returned for the City's permanent records.

We appreciate your interest and cooperation related to local highway matters.

NOTED
MARIE STEPHENS

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:lat
Encl.

RECEIVED
STATE HWY ENGR
AUG 21 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

-1970

Versteeg	**RECEIVED**	Requires Reply ☐
A. Olson		Requires Approval ☐
/ Terpin T		Receiver Keep ☐
Scott	AUG 21 1973	Do not File ☐
Swenson		Return To
R. Olson	ROAD	Bring up
Trout	DESIGN	Other
	SECTION	

MCE PEL 52 8-20-73 453 PM

DESIGN SECTION
FRED ERIKSEN

RE SIPHON BOX EAST SIDE RD CONNECTION

MXX NO MAINTENANCE PROBLEM
SIPHON DRAIN NOT REQUIRED

H W OSWALD
DAR--.

NOTED
F. E. TERPIN

[redacted]
State Line
F.E.

7970

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 17, 1973

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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AUG 20 1973
ROAD
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SECTION

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Other

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the following projects:

cc's sent 8-20-73:
E.S. Hunter
L.H. Young
W.J. Hart (3)
W.H. Tebeau
George Wills
C.G. Swenson
F.E. Terpin (3)
W.E. Schwartz (4)
C.O. Fredrickson (2)

1. Milton-Freewater - Washington State Line
   Oregon - Washington Highway
   Umatilla County

   Con 21-1 [illegible]

2. Silver Creek (Silverton Bridge Section)
   FAS 147
   Marion County

   Con 19-1 Silver C

3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

   Con 19-1 maxwell

NOTED
E. S. HUNTER

The Milton-Freewater and Silver Creek projects have been previously reviewed under the Division of State Lands fill/removal law and our comments to these applications are attached.

The Maxwell Canal Bridge Section was reviewed by our field biologist and no adverse impacts to aquatic resources are expected if water quality standards as established by the DEQ are maintained.

If we may be of any further assistance, please call.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

7770

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 16, 1973

SUBJECT: Milton-Freewater State Line Section
Oregon-Washington Highway
Umatilla County

To: Verne A. Allen
Regional Right of Way Supervisor

ORIGINAL SIGNED
J. B. BOYD

From: J. B. Boyd
Right of Way Engineer

Attached are letters from Dale Allen and Frank Terpin relating to the Taylor property on the Milton-Freewater State Line Section.

I believe I discussed with you my belief that a cross section should be taken to determine whether we actually entered the property with the physical taking and whether there were any possible way that an approach could be made to the carport, neither of which I thought would be possible on viewing the location. It appeared to me that the cut bank from the highway would intersect the natural ground within ten feet or so of the property line.

A question also came up as to whether this approach were a legal one and whether we have any responsibility in this matter. I believe these questions should be answered prior to presenting Mr. Allen with a recommendation on whether we have any responsibility in the purchase of this property.

JBB:CM
Attachments
cc Wendell Schwartz
J. H. Versteeg ✓

1 [illegible] J
A. Olson
2 Terpin Tf
3 Scott
Swenson
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Cole Reed
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BY FINAL DESIGN ENGINEE

7970

8

Salem, Oregon

August 14, 197~~4~~3

John R. Oakes, Assistant Right of Way Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Taylor Property
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway
Umatilla County

Enclosed is a letter from Dale Allen, Region Construction Engineer, and his recommendation to acquire the subject property.

I concur.

A right of way description for the property is being prepared and will be furnished your office as soon as possible.

Will you please proceed with acquisition of the property as recommended.

FET:jg
Enclosure
cc: Dale Allen
F. O. Scott
Fred Eriksen

1 Versteeg J
2 A. Olson
Terpin
Scott
Swenson
R. Olson
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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE August 10, 1973

TO Frank E. Terpin
Final Design Engineer

SALEM

FROM Dale D. Allen
Dale D. Allen
Regional Construction Engineer

SUBJECT Taylor Property
Eastside Road Overcrossing
Milton-Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County

This letter pertains to the Taylor property, located at the west end of the Eastside Road structure on the above project. Our Right of Way people have made a preliminary appraisal of this property and this office concurs with their recommendation that the best solution appears to be to acquire the entire parcel and provide a new road approach near the northwest corner of the property, and re-sell the property.

If you concur, please advise the Right of Way Section to proceed to make an appraisal and acquire the property.

DDA:je

cc: Verne Allen
W. C. Ferguson

1 Versteeg ✓
2 A. Olson [illegible]
3 Terpin T
4 Scott Rounds
Swenson
R. Olson
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AUG 13 1973
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BY FINAL DESIGN ENGINEER

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
A. E. JOHNSON

August 14, 1973

Mrs. Ethel Rhodes
321 Good Ave.
Nyssa, Oregon 97913

File 47081
Milton-Freewater-Wash.
State Line Sec.
Oregon-Washington Hwy.

Dear Mrs. Rhodes

Your letter of August 11 to Mr. Baldwin has been directed to this office for investigation.

We have checked with our accounting department and they advise that the $200.00 check is still outstanding. This payment had been mailed to Mr. and Mrs. Harold L. Rhodes, Weston, Oregon 97886 on June 22, 1973.

Our accounting division will pursue this further and can send you forms to fill out for a lost check if a new check is to be issued.

Very truly yours

Adele L. Egan
Asst. Right of Way Office Manager

AE:nn
bcc: ✓Mr. A. E. Johnson
Mr. Verne Allen

RECEIVED
STATE HWY ENGR

AUG 16 '73

REFER TO

FOR

[illegible]	[illegible]	R/D	D/R	Sign	Act	File

Nyssa, Oregon
Aug. 11, 1973

Oregon State Highway Commission
Salem, Oregon

Attention: George M. Baldwin,
Highway Administrator

Dear Mr. Baldwin,

I would appreciate your help in tracing a lost check that was issued about 6-22-1973 from the Oregon State Highway Commission to Harold L. and Ethel Mary Rhodes of 181 South Columbia St., ~~Milton-Freewater, Oregon.~~

This check was issued for an easement for the Highway Department at 181 South Columbia Street, Milton-Freewater, Oregon.

I am now separated from my husband, Harold L. Rhodes, and presently living at 321 Good Ave., Nyssa, Oregon 97913.

To my knowledge we have not received this check to date. I would appreciate any information you have concereing this check as follows:

1. Has the check been cashed?
2. If cashed, what signatures are on the endorsement?
3. If possible we would like a photo-static copy of the check and any endorsements, if the check has been cashed.
4. If the check has been returned to your office uncashed, would you please forward it to me at my address below.

Sincerely yours,
Ethel Mary Rhodes

Ethel Mary Rhodes
321 Good Ave.
Nyssa, Oregon 97913

RECEIVED
STATE HWY ENGR
AUG 13 '73
REFER TO
FOR

Info	Invs	RHD	D/R	Sign	Act	File
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NOTED
A. E. JOHNSO

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DIREC[illegible]ANSPOR

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 14, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT
Program Data Submission
Project F-170(22)

We are submitting program data for one primary project, Item No. 539, Project No. F-170(22), "Milton-Freewater - Washington State Line Section", which we desire to have included in the Federal-aid Primary Highway Program.

It is our present intention to receive bids for this project on August 30, 1973.

Negative declaration reassessment for the project was concurred in by FHWA on April 19, 1973. Requirements for A-95 review and PPM 20-8 documents were submitted with the right-of-way project for this section, Item 502, Project No. F-170(21).

We are requesting authorization, concurrent with program approval, to proceed with work by the Union Pacific Railroad Company including preparatory work. A copy of the railroad's proposal and estimate is being submitted.

Also, we are requesting authorization to proceed with utility relocation preparatory work for the City of Milton-Freewater.

DAR:pr
Attach.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

N NO.

O.

8-9-73

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 11 Milton-Freewater N. 4.70 mi.		7,900	14,200	93	10	Oregon	35	A012	539

PROPOSED WORK (35 typewriter	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
H.T. Pave, 3 Str's., , Traffic Signal								F-	170	(22)		

RAL FUNDS: Primary

N AREA

COUNTY NAME: Umatilla — CODE 059

ROUTE NO. P — FEDERAL-AID 19 — STATE 8 — U.S. --

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 11 Milton-Freewater N. 4.70 mi.						Gr.,Dr.,H.T. Pave an 84' curbed section with 4-12' lanes, a 16' median & 10' parking/shld. area. Const. 2 u'xing strs. & widen 1 br. (L.191') 20' frontage rd. Inst. illum., traf. signal, & signing. RR protective service as req.
ROW								
CONST (CODE) 6203 X023 X631 X721 Y040 Y060		"Milton-Freewater - Wash. State Line Sec.	4.70	3,300,000	2,578,900	721,100		ROW-100' min.; Access control-partial; Parking restrictions-none; Utilities & RR adjustment req. incl. prepartory work.
PROJECT TOTALS			4.70	3,300,000	2,578,900	721,100		

PARED BY

OGRAM APPROVAL DATES

REMARKS
Additional Data: Item Nos. 37, 329 & 502; Project Nos. F-170(11), (15), & (21), respectively.

(OVER)

Budget Bureau No. 41-R2067; App

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

8-9-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 11 Milton-Freewater N. 4.70 mi. 21 65	ADT	PRESENT 7,900	FUTURE 14,200 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, 3 Str's., Illum., Traffic Signal 28 62	NATL. FOREST (63) (65)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 170

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Umatilla	CODE 059 (14)
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 19 (33)
		STATE 8 (36)	U.S. -- (37) (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)		
5					PE		SR 11 Milton-Freewater N. 4.70 mi.					
5					ROW							
5					CONST (CODE) 6203 X023 X631 X721 Y040 Y060		"Milton-Freewater - Wash. State Line Sec.	4.70	3,300,000	2,578,900	721,100	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	.4.70	3,300,000 (16) (23)	2,578,900 (24) (33)	721,100	
1	14	PROGRAM APPROVAL DATES						

REMARKS

Additional Data: Item Nos. 37, 3

Nos. F-170(11), (15), & (21),

MILTON-FREEWATER - WASHINGTON STATE LINE SECTION

PROJECT NO. F-170(22)

inued

Grade, drain and high-type pave an 84-foot curbed
iding four 12-foot traffic lanes, a 16-foot median
arking/shoulder areas. Construct conc. walk-bikeway
mi. on W'ly side and approx. 0.5 mi. on E'ly side).
ndercrossing structures and widen 1 bridge (tabulated
Structures"). Construct 20-foot frontage road. Install
traffic signal and signing. Railroad protective service

e Code 6203; Asphalt concrete with stone base with
mixture. Est. Cost - $2,514,400

iption	Type Code	Est. Cost
erly end of project		
e Walla Walla Riv. Br.; Br. 677A; Hwy. over waterway; . conc. rigid frame: L. 21'; 84.; 6' walk both sides.	X023	$ 78,000
n U'xing of OWRN Co. RR. RR. Co.); Br. No. 6675A; Hwy. RR; thru plate girder; L. 138'; ng stock clearance 16'.	X631	$ 398,000
Side Rd. U'xing; Br. No. 6979A; under hwy.; Reinf. conc. box r; L. 177'; H.C. 32' nominal; 8' on N'ly side.	X721	$ 220,000
Str. Est. Total Cost		$ 696,000

Railroad Crossing Data: Previously furnished on ROW Project F-170(21).

Environmental Statement: Negative declaration reassessment for the project was concurred in by FHWA on April 19, 1973.

Requirements for A-95 review and PPM 20-8 for this section were submitted with the right-of-way project, Item No. 502, Project No. F-170(21).

Railroad Work:	U.P. Co.
Temp. structure work on existing structure to maint. rail traffic (Type Code Y040) - - - - - - - - - - - - - - - - - -	$ 21,600
Protective service- -	18,000
Total Preliminary Cost Est.	$ 39,600

Utilities: Adjustment of the following (Type Code Y060): work by the City of Milton-Freewater $50,000

NOTE: (1) On-th-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the location/design approval request documents and the negative environmental declaration reassessment.

(3) The project lies within Congressional District No. 2.

MILTON-FREEWATER - WASHINGTON STATE LINE SECTION

PROJECT NO. F-170(22)

Remarks: continued

Project Data: Grade, drain and high-type pave an 84-foot curbed facility providing four 12-foot traffic lanes, a 16-foot median and 10-foot parking/shoulder areas. Construct conc. walk-bikeway (approx. 1.3 mi. on W'ly side and approx. 0.5 mi. on E'ly side). Construct 2 undercrossing structures and widen 1 bridge (tabulated below under "Structures"). Construct 20-foot frontage road. Install illumination, traffic signal and signing. Railroad protective service as required.

Roadway: Type Code 6203; Asphalt concrete with stone base with bituminous admixture. Est. Cost - $2,514,400

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Southerly end of project		
0.13	Little Walla Walla Riv. Br.; Br. No. 6677A; Hwy. over waterway; Reinf. conc. rigid frame: L. 21'; H.C. 84'; 6' walk both sides.	X023	$ 78,000
0.75	Milton U'xing of OWRN Co. RR. (U.P. RR. Co.); Br. No. 6675A; Hwy. under RR; thru plate girder; L. 138'; Rolling stock clearance 16'.	X631	$ 398,000
0.78	East Side Rd. U'xing; Br. No. 6979A; Hwy. under hwy.; Reinf. conc. box girder; L. 177'; H.C. 32' nominal; 8' walk on N'ly side.	X721	$ 220,000
	Str. Est. Total Cost		$ 696,000

Railroad Crossing Data: Previously furnished on ROW Projec

Environmental Statement: Negative declaration reassessment project was concurred in by FHWA on April 19, 1973.

Requirements for A-95 review and PPM 20-8 for this section with the right-of-way project, Item No. 502, Project No. F-

Railroad Work:

Temp. structure work on existing structure to maint. rail traffic (Type Code Y040) - - - - - - - - - - - - - -

Protective service- -

Total Preliminary Cost

Utilities: Adjustment of the following (Type Code Y060):
City of Milton-Freewater $50,000

NOTE: (1) On-th-job trainees, as set forth in FHWA order on this project will be determined at PS & E stage and the in the PS & E documents.

(2) The seven items set forth in paragraph 4b of I are applicable to the proposed project are covered in the approval request documents and the negative environmental d reassessment.

(3) The project lies within Congressional District

7970

bc: H Coulter
J. H. Versteeg
V. E. Skoog
J. B. Boyd
C. G. Swenson
R. N. Chase (5)

August 14, 1973

L. H. Young
Office Engineer

BUILDING

Status Report for
September 27 Letting

The status of negotiations with utilities on the Federal Aid project for this letting is listed below.

MILTON-FREEWATER-WASHINGTON STATE LINE SECTION
PROJECT No. F-170(22) Grade, Pave & Structure

Pacific Power & Light Company - PP & L owns power poles located on the easterly side of the highway from Station 150 to the northerly end of the project. The poles will be adjusted to within one foot of the easterly right of way line. Also, several poles at the intersections are in conflict and will be adjusted. The State has acquired slope easements in this area, therefore it will be necessary for the State's contractor to fill around several of the poles. The amount of fill will vary from one foot to as high as four feet. Representatives of the Company have been contacted verbally and are now in the process of adjusting their facilities. It is anticipated that the work will be completed prior to the award of the project. All work will be performed at no cost to the State. No delays are anticipated.

Pacific Northwest Bell Telephone Company - owns telephone poles, aerial cables and underground cables, the combination of these are scattered throughout the project. The company has been contacted verbally and is in the process of relocating or adjusting their facilities to conform with our construction plans. The estimated date of completion is prior to award of the contract. As with the power company, it will be necessary for the State's contractors to fill around some of the telephone poles. All the work is being performed at no cost to the State. No delays are anticipated.

Cascade Natural Gas Company - Cascade owns gas lines on the easterly side of the highway between Stations 68 and 76. These conflict with the proposed construction, and will be located near the easterly right of way line. This work will be completed prior to the award of the contract, and will be performed at no cost to the State. The gas company also owns a gas line on the westerly side of the highway between Stations 80 and 85. It has been determined that no adjustment is necessary for this line. No delays to the contractor are anticipated.

RECEIVED
AUG 15 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

City of Milton-Freewater - The City owns power poles located between the beginning of the project and the Railroad overcrossing. The power line is on the easterly side of the highway. It will be necessary to trench the poles to the right of way line beyond the sidewalk. The City has submitted a lump sum estimate for $5,000 for this work. It has been approved by the State and is anticipated that the work will be completed prior to the award of the contract. Federal participation will not be requested for this work. No delay is anticipated.

The City owns a sewer line located on the easterly side of the highway between Stations 72 and 76. This line will be lowered at an estimated cost of $5,000. The City has been contacted verbally, and they are preparing the estimate and sketch. It is anticipated that the work will be completed prior to award of the contract. Federal-aid participation will be requested for this work. No delay is anticipated to the project.

The City owns water lines alternately on both sides of the highway between the beginning of the project and the Railroad overcrossing. These lines are in conflict with the proposed project and will be relocated by the City. The City also owns several water lines crossings northerly of the railroad overcrossing. All of the work is reimbursable under the provisions of the current City-State agreement. The City has been contsated verbally, and is preparing their sketch and estimate. The estimated cost of the work is $35,000. Estimated date of completion is prior to the award of the contract. Federal-aid participation will be requested for this work. No delays are anticipated.

H Hudson Bay District Improvement Company - Hudson Bay owns an irrigation canal crossing, the highway near Station 112. We propose to construct a 6' x 6' x 164' siphon to carry their ditch water under the highway. The construction of the siphon is included in our highway plans. A draft of a proposed agreement and preliminary plans have been submitted to the Company for their approval. We have received verbal approval of our general proposal. Due to the present shortage of water, the ditch will be dry from July 1, 1973 to March 1, 1974. Our specifications will require the contractor to construct the siphon during that time.

There are several small irrigation ditches crossing the highway. They were all installed many years before the existing highway was constructed. Documentation for these crossings is in our files and available for your inspection. The crossing facilities are included in our plans.

Phil G. Preston
Utility Special Studies Engineer

PGP:db

7970

5

August 14, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. M. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Primary project.

Item No.	Project No.	Section Name
539	F-170(22)	Milton-Freewater - Wash. State Line (Enclosed is a copy of State Clearinghouse approval letter of April 21, 1970)

Enc.

cc: R. N. Chase
B. L. Gifford

DAR:pr

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

RECEIVED
27 1970
PROGRAM & PLANNING
DIVISION

Jain

April 21, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

S. E. REEDWAY - CLACKAMAS COUNTY LINE SECTION, PACIFIC HIGHWAY EAST

✓ MILTON - WASHINGTON STATE LINE SECTION, OREGON - WASHINGTON HIGHWAY

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

Comments include a statement that steelhead trout and Coho salmon utilize the streams involved in the projects. It is important that fish passage and water quality be maintained during construction. The Game Commission indicated a desire to work with the Highway Division on possible creation of fishing ponds in borrow areas related to the Milton - State Line project.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

EW:wg

4-27-70
REFERRED TO
Young
ENGR

Ellison
cc's
4-28-70

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
FORREST COOPER

BEN GIFFORD
[illegible]

NOTED
R. N. CHASE

7970

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE
August 13, 1973

TO
Mr. W. E. Schwartz
Regional Engineer

FROM
L. L. Wallace
Bridge Design Engineer

SUBJECT
Milton-Freewater - Washington State Line Sec.
Oregon-Washington Highway
Umatilla County

We are proceeding with the design of the signing on this project and are assuming the position of the signs to be as shown on the attached copy of the sign study plan.

Please arrange a field check of the project to determine if there are any conflicts with utilities, buildings, terrain, et cetera.

JHW:dh
Attachment

cc E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7970

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 10, 1973
Salem, OR 97310

NOTED
A. E. JOHNSON

SUBJECT: Highway Illumination
Milton-Freewater-Washington St. Line
Umatilla County

To: Walter J. Hart
Bridge Engineer

BUILDING

Your letter dated August 6, 1973, indicated that Harlin Gerlach, Region V Utility Engineer, approved a permit application by the City of Milton-Freewater for power company installation of certain lumenaires on this project. Actually, he submitted an estimate and sketch map for the relocation of City-owned power distribution poles to this office for approval. The poles did have some street lights on them.

The City asked Mr. Gerlach if we were planning to install the lights on that area of highway. He called Bob Dixon of your office. Bob informed him we had no immediate plans for lighting that portion of the project. When this information was conveyed to the City, they informed Mr. Gerlach that the City would install the lights as described in your letter. Since this portion of the highway is routed over a city street, they have the right to install substandard lights if they choose. I am sure the City would be agreeable if the State would pay the difference to bring the lights up to our standards. None of the reimbursement for moving the poles covered the lights, therefore neither Mr. Gerlach or this office approved a lighting installation.

It is our policy to refer any requests for lighting to you and Bud George. If an agreement is in order, the information is referred to County-City.

There have been a number of instances in the past when representatives of a city would like expert advice on lighting problems involving state highways. It appears there should be at least one lighting expert in the Division that could meet with representatives in the field and discuss their problems. Many times they do not have personnel available to prepare lighting plans to be submitted for our approval.

If you have any suggestions on this matter, please call.

Phil G. Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: A. E. Johnson w/att.
E. S. Hunter "
J. B. Boyd "
L. E. George "
H. S. Cox "
W. E. Schwartz "
H. W. Gerlach "

RECEIVED
STATE HWY ENGR
AUG 10 73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 6, 1973

TO

Mr. J. E. Chidsey
Railroad & Utilities Engineer

FROM R.W. Ellison

for Walter J. Hart
Bridge Engineer

SUBJECT Highway Illumination
Milton-Freewater-Washington
State Line Section
Umatilla County

The Region V Utilities Engineer recently approved a permit application by the City of Milton-Freewater for power company installation of 400-watt, high-pressure sodium luminaires between Sta. 70+00 and Sta. 93+00. From the information available to us, there is a question whether this installation meets our minimum criteria for illumination levels. It would appear desirable to have illumination plans of this nature reviewed by our Illumination Design Unit before approval.

On this project the 30-foot mounting height for 400-watt, high pressure sodium luminaires would not have been acceptable. The minimum recommended height should be 35 feet and the preferred height 50 feet with an illumination level of 1.2 fc and a 3:1 average-to-minimum uniformity.

Additional lighting north of Station 93+00 to Sta. 120+00 with 25 percent state funding may be in order. Illumination between the limits of these stations should be investigated further.

WJH:dh

cc E. S. Hunter
H. S. Cox
W. E. Schwartz

NOTED
J. M. CARTWRIGHT

RECEIVED
AUG - 6 1973
UTILITY UNIT

7970

5

bc: E. S. Hunter
H. S. C[illegible]ter
J. H. Versteeg
L. E. George
J. B. Boyd
W. E. Schwartz
H. W. Gerlach

**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 10, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Proposed Traffic Signals
Main St. & Oregon-Washington Hwy. Int.
Milton-Freewater-Washington St. Line
Oregon-Washington Highway
Umatilla County

Dear Sir:

On June 27, 1973, I sent you two copies of preliminary grading plans for the proposed reconstruction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Milton-Freewater, Umatilla County. The south end of the project for the Oregon-Washington Highway intersects Main Street in Milton. We proposed the installation of traffic signals. Since the Walla Walla Valley Railway occupies Main Street, it will be necessary for these traffic signals to be interconnected to the railway to allow for railroad pre-emption.

In my letter of June 27, I asked you to prepare an estimate of cost for this railroad interconnection and pre-emption equipment, and commented that as soon as preliminary plans were available for this traffic signal installation they would be forwarded to you to assist in your planning and design work.

Enclosed are four copies of preliminary design plans for this signalization work, as prepared by our Traffic Section. When any further information is developed on this work, I will forward it to you.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
E. S. HUNTE

JEC:jly
Enc.

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: Walla Walla Valley Railway w/1 plan
Second & Pine Streets
Walla Walla, WA 99362
ATTN: K. E. Schneidmiller, General Manager

Burlington Northern - St. Paul

7990

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 9, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Exhibit "A" of Proposed Agreement
Milton-Freewater-Washington St. Line Sec.
Oregon-Washington Highway
Umatilla County
Your File: D 9043-32-3/SPCL

Dear Sir:

On July 30, 1973, you sent me a copy of Exhibit "A" to be enclosed in the agreement for the construction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County for my review and comments. I have looked over this print and find it most satisfactory for describing the temporary and permanent easements necessary for our construction in the area of your Pendleton Branch track.

The proposed easement that you have shaded in blue on this print, No. D52020-2, is satisfactory to cover the longitudinal encroachment upon your right of way, due to the revision of the fill slopes on the East Side Road. The easement tinted in blue should be included in the agreement, conveying the permanent easement to Umatilla County, since they are the ones who are responsible for maintaining the East Side Road.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
W. J. Hart
L. H. Young
J. H. Versteeg
J. B. Boyd
W. E. Schwartz

NOTED
H.S.COULTER

7470.

FORM E-30X

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE August 7, 1973

TO Bill Zirbes
Sign & Signal Engineer

FROM W. E. Schwartz
Regional Engineer

SUBJECT Columbia Street Closure
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attached is a copy of a detail drawing of the S. W. 2nd Ave., S. W. 3rd Ave., Columbia Street vicinity. In red is shown the original proposal for the cul-de-sad requested by the City of Milton-Freewater. In blue is shown the cul-de-sac approved by the City after review. This is the same cul-de-sac except it has been moved to within 10 feet of the building to minimize the right-of-way taking.

By a copy of this letter I am asking Resident Engineer Bill Ferguson to transmit the original drawing, field notes, and deed photostat to Final Design Engineer Frank Terpin so that this plan can be incorporated into the final plans and a description can be prepared for the right-of-way purchase.

REFERRED TO

Cole
Reed
Eriksen BE.
Sample
Hager
Watson
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐
BY FINAL DESIGN ENGINEER

Give to Scott.

1 Versteeg ✓
A. Olson
2 Terpin T
3 Scott
Swenson
R. Olson
Trout A

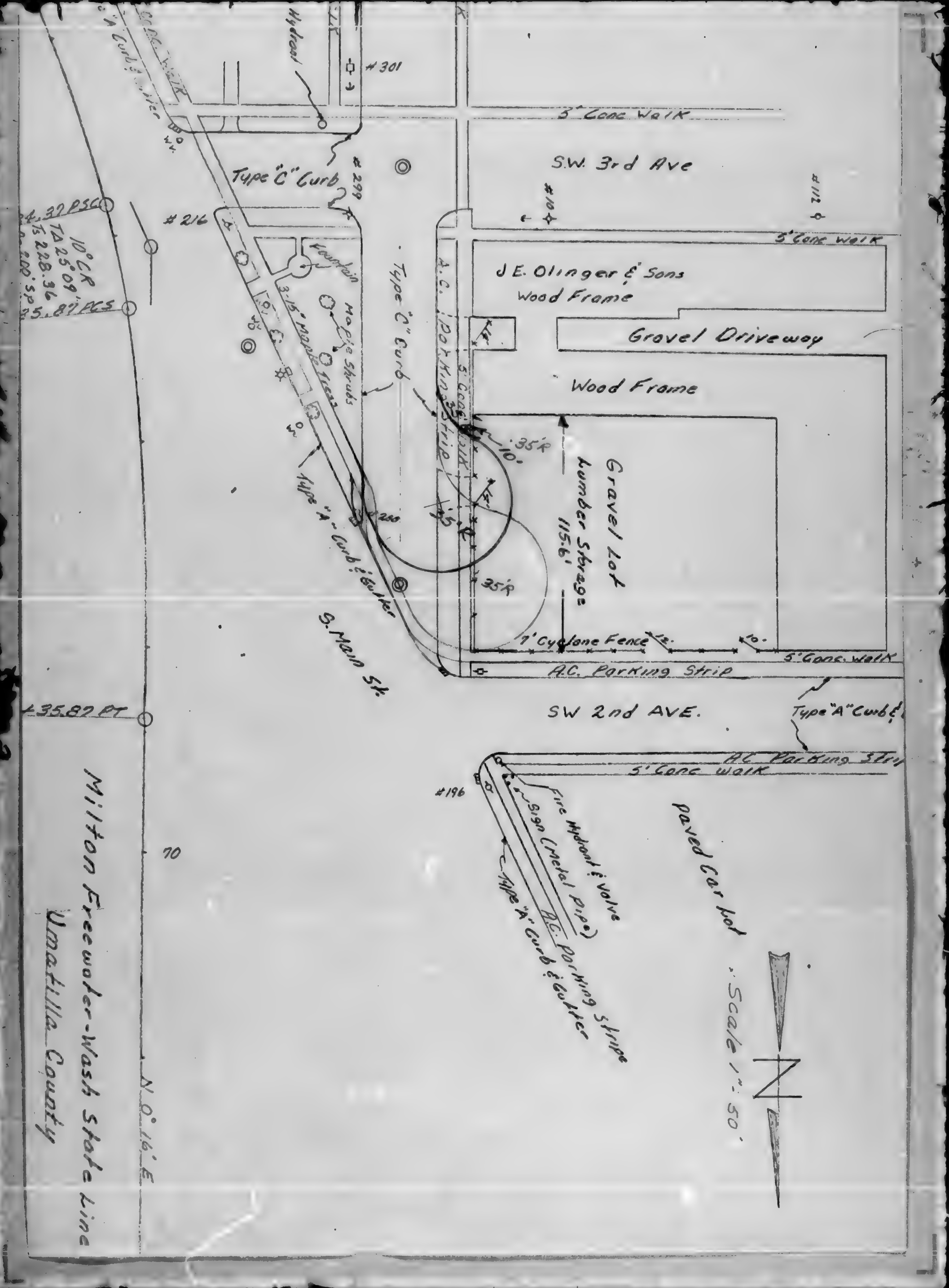
RECEIVED
AUG 8 1973
ROAD DESIGN SECTION

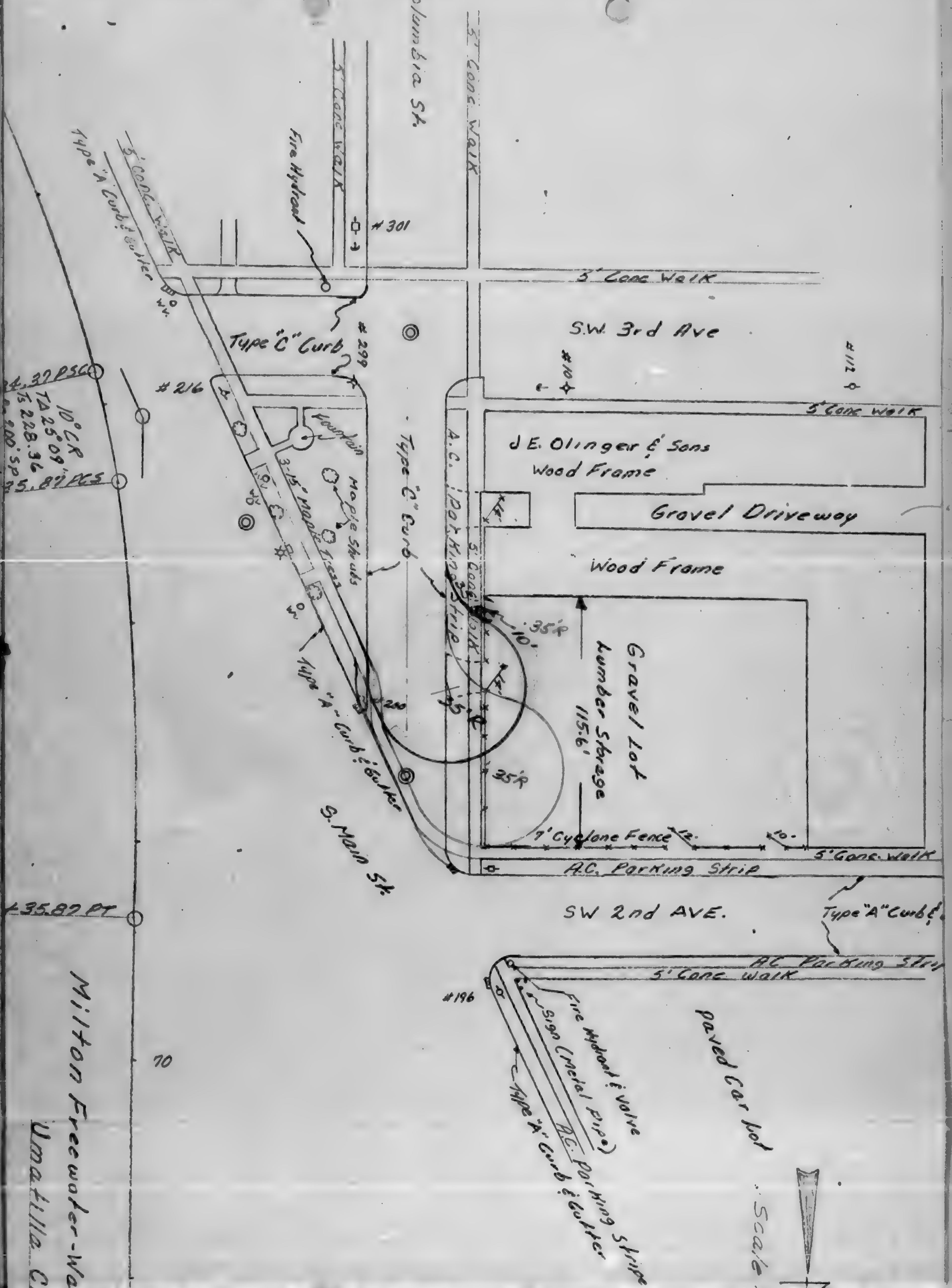
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Desc to R/W A
8/16/73

WES:sh
Attachment

cc Frank Terpin w/copy drawing
W. C. Ferguson


Hydrant
#301
5" Conc Walk
SW. 3rd Ave
Type "C" Curb
#299
#216
#10
#112
5' Conc Walk
10° CR
TΔ 25°09'
Ts 228.36
4.37 PSC
35.87 PCS
Fountain
3-15' Maple Trees
Maple Shrubs
Type "C" Curb
A.C. Parking Strip
5' Conc Walk
J.E. Olinger & Sons
Wood Frame
Gravel Driveway
Wood Frame
.35'R
10'
35'R
Gravel Lot
Lumber Storage
115.6'
Type "A" Curb & Gutter
#200
S. Main St.
7' Cyclone Fence
12'
10'
5' Conc. Walk
A.C. Parking Strip
+35.87 PT
SW 2nd AVE.
Type "A" Curb &
A.C. Parking Strip
5' Conc Walk
#196
Fire Hydrant & Valve
Sign (Metal Pipe)
A.C. Parking Stripe
Type "A" Curb & Gutter
Paved Car Lot
Scale 1" = 50'
N
70
N 0°16' E
Milton Freewater-Wash State Line
Umatilla County



Columbia St.
5' Conc Walk
5' Conc Walk
5' Conc Walk
Type "A" Curb & Gutter
Fire Hydrant
#301
5' Conc Walk
S.W. 3rd Ave
Type "C" Curb
#299
#10
#112
#216
24.37 PSC
10° CR
TA 25°09'
Ts 228.36
200' SP
35.87 PCS
Fountain
3-15" Maple Trees
Mo pie Shrubs
Type "C" Curb
A.C. Parking Strip
5' Conc Walk
5' Conc Walk
J.E. Olinger & Sons
Wood Frame
Gravel Driveway
Wood Frame
35'R
10'
35'R
35'R
Gravel Lot
Lumber Storage
115.6'
Type "A" Curb & Gutter
#210
Type "A" Curb & Gutter
S. Main St.
7' Cyclone Fence
5' Conc Walk
A.C. Parking Strip
35.87 PT
SW 2nd AVE.
Type "A" Curb &
A.C. Parking Strip
5' Conc Walk
#196
Fire Hydrant & Valve
Sign (Metal Pipe)
A.C. Parking Strip
Type "A" Curb & Gutter
Paved Car Lot
Scale

70

Milton Freewater-Wa

Umatilla C

7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

NOTED
E. S. HUNTER

Attention: Rollie Rousseau

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following projects scheduled for contract letting on September 27, 1973.

1. Milton-Freewater-Washington State Line
   Oregon-Washington Highway
   Umatilla County

2. Silver Creek (Silverton) Bridge Section
   FAS 147
   Marion County

3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

for J. H. Versteeg
Road Design Engineer

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Encl.

7970

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

NOTED
E. S. HUNTER

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting on September 27, 1973.

1. Milton-Freewater-Washington State Line
   Oregon-Washington Highway
   Umatilla County

2. Silver Creek (Silverton) Bridge Section
   FAS 147
   Marion County

3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:
ORIGINAL SIGNED BY
DONALD L. TROUT

for J. H. Versteeg
Road Design Engineer

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Encl.

7970

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 2, 1973

SUBJECT: Voucher Preparation - A. CC 11

To: Donald W. Streun, Director
Management Services Branch

ORIGINAL SIGNED
J. B. BOYD

FROM: J. B. Boyd
Right of Way Engineer

A review of our office procedures indicates one area where we believe a saving of approximately three to four days can be realized in payment to our grantors. The attached form is the basis for the preparation of the warrant by the Finance Branch.

We would substitute for that portion highlighted on the attached form a certification by the Right of Way Office Manager that the Commission had approved issuance of the warrant along with the date of such approval. After that certification had been made, the warrant would be approved by the Assistant Right of Way Engineer. We believe this would save Mr. Klaboe's signing this form as he is now doing and which is time-consuming and serves no useful purpose.

- CRG [illegible]

Please determine if this change can be made without transgressing resolutions presently in force.

JBB:JP
Attachment
cc F. B. Klaboe /w/ att.
A. E. Johnson /w/ att.
V. E. Skoog /w/ att.
C. J. Mathias /w/ att.
Adele L. Egan /w/ att.

RECEIVED
STATE HWY ENGR
AUG 2 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

NOTED
F. B. KLABOE

For [illegible] granted to the Oregon State Highway Department, as per details attached: $ 750 —

File 47097

Milton-Freewater-Washington State Line Sec.--Oreg.-Wash. Highway

Total Consideration $750.00

- CCN 21-1
11001
P.

Commission Approved payment - - - - - -
This payment is in accordance with documents on file in the Right of Way Office.

APPROVED

Office Manager

Assistant Right of Way Engineer

APPROVED BY HIGHWAY COMMISSION

Date 4-17-73

Mgr. of Administrative Services

F 170 (213)

APPRAISAL SUMMARY

Appraisal	$ 750
Appraisal	$
Appraisal	$
Appraisal	$
Review	$ 750

COST DISTRIBUTION

30-2511

401P	500	00
405P	250	00
Total	$750	00

I, ... (Name) ...., hereby certify that I am .... (If firm or corporation, state capacity in which employed); that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the .... (Material or service) therein specified .... (Has been furnished or rendered) .... the State of Oregon as stated, that the charge therefor is reasonable, and that no part thereof has been heretofore paid.

PERSON MAKING CERTIFICATION SIGN HERE E M J Behrens (Name)

Warrant No. .... issued in payment of the within claim

A-1711

File 47097

THE STATE OF OREGON

To E. M. J. Behrens and Jessie M. Behrens, Assignee Dr.
c/o State Highway Right of Way Section

Date Incurred	NATURE OF CLAIM	AMOUNT	
	For Temporary Easement granted to *the Oregon State Highway Department, as per details attached:*	$ 750	—
	File 47097		
	Milton-Freewater-Washington State Line Sec.--Oreg.-Wash. Highway	- CON 21-1 E 21-Wash Sp.	
	Total Consideration $750.00		

Commission Approved payment
This payment is in accordance with documents on file in the Right of Way Office.

APPROVED

Office Manager
Assistant Right of Way Engineer

APPROVED BY HIGHWAY COMMISSION

Date 4-17-73

Mgr. of Administrative Services

F 170 (21)

APPRAISAL SUMMARY	
Appraisal	$ 750
Appraisal	$
Appraisal	$
Appraisal	$
Review	$ 750

COST DISTRIBUTION		
30-2511		
401P	500	00
405P	250	00
Total	$750	00

I, ... (Name) ....,

hereby certify that I am .... (If firm or corporation, state capacity in which employed); *that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the* .... (Material or service) *therein specified* .... (Has been furnished or rendered) *the State of Oregon as stated, that the charge therefor is reasonable, and that no part thereof has been heretofore paid.*

PERSON MAKING CERTIFICATION SIGN HERE E M J Behrens
(Name)

7770

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE July 26, 1973

TO Frank E. Terpin
Final Design Engineer
SALEM

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Preliminary Plans
Milton Freewater-Washington State Line

We are returning one set of plans on the above project, with comments by the resident engineer, Bill Ferguson, and notes indicating the type of surfacing on the road approaches.

1 Versteeg J
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 27 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DDA:je
Attachments

cc: W. C. Ferguson

REFERRED TO

Cole
Reed
[✓ Eriksen] F.E.
Sample
Hager
Watson

letter [✓ Return] ☐ Forward ☐ Plans
Discuss ☐ File

BY FINAL DESIGN ENGINEER

Plans retained with
Location Data.
F. Eriksen

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
JUL 23 1973
W. C. FERGUSON
RESIDENT ENGINEER

DATE July 19, 1973

TO W. E. Schwartz, Region 5 Engineer

Frank E. Terpin

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Preliminary Plans for Review
As Revised

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUL 20 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUL 26 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Herewith 3 sets of Grading & Paving preliminary plans, Milton-Freewater - Washington State Line Section, Oregon-Washington Highway, Umatilla County, for distribution for review prior to contracting. Bids are to be received on September 27, 1973.

Please give these plans your immediate attention so that any recommended changes you suggest may be considered and the plans and specifications changed before the project is advertised. Recommendations should reach this office by July 30, 1973 to permit any changes before the plans reach the bidders.

Copy to Bill Ferguson

Mark up plans w/ this detail

Also any other comments you see.

ATTENTION: The preliminary plans lack the following field data:

1. Existing driveway and/or approach surfacing type; such as P.C. Conc., Asph. Conc. or gravel.
2. Plan of temporary detour route over city street as discussed at plans-in-hand review on June 26, 1973. Has city approval been obtained?

Pat S. was to get this 3/13/73 -

Yes
D Albee
7/18/73
from City Council

Approaches have been Marked
W.C.F.

cc: [illegible]
C. G. Swenson
[illegible]
G. C. Wills
F.H.W.A.

7770

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE July 26, 1973

TO Frank E. Terpin
Final Design Engineer

S A L E M

FROM Dale Allen
Dale D. Allen
Regional Construction Engineer

SUBJECT Detour around structure
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

On July 18, 1973, Pat Schwartz contacted the Milton Freewater City Council and obtained their approval for using Elizabeth Street for a temporary detour during the erection of the steel beams on the above project. A City Council member advised that trailer houses have negotiated the hump in the roadway grade over the railroad tracks and did not think that it would pose a problem. If the detour is used for more than a very short period of time, it would require patching.

DDA:je

cc: W. C. Ferguson

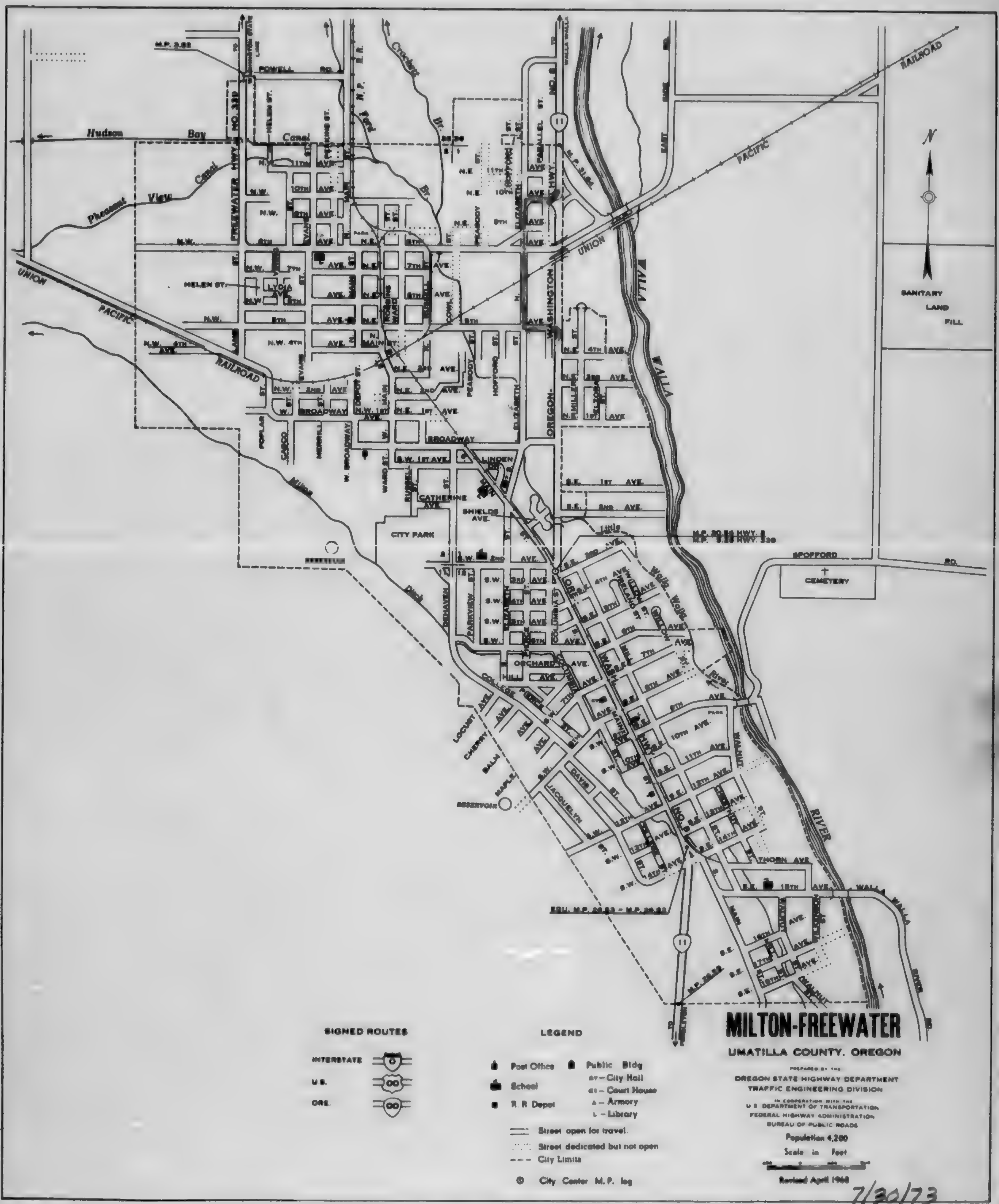
1 Versteeg V
A. Olson
2 Terpin T
Scott
Copy Swenson
R. Olson
Trout 4

RECEIVED
JUL 27 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Cole
Reed
[✓ ikson] F.E.
Sample
Hager
Watson
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐
BY FINAL DESIGN ENGINEER


MILTON-FREEWATER
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,200
Scale in Feet
Revised April 1968
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R Depot
Street open for travel.
Street dedicated but not open
City Limits
City Center M.P. log
N
Hudson Bay Canal
Pheasant View Canal
UNION PACIFIC RAILROAD
WALLA WALLA RIVER
Little Walla Walla River
Milton Ditch
POWELL RD.
SPOFFORD RD.
CEMETERY
SANITARY LAND FILL
CITY PARK
RESERVOIR
FREEWATER HWY. NO. 339
OREGON-WASHINGTON HWY. NO. 8
BROADWAY
CATHERINE AVE.
SHIELDS AVE.
LINDEN
ORCHARD AVE.
COLLEGE
THORN AVE.
M.P. 3.52
M.P. 31.84
M.P. 30.35 HWY. 8
M.P. 0.00 HWY. 339
EQU. M.P. 26.83 = M.P. 26.93
M.P. 26.98

7/30/73

Detour for 4 to 6 hrs. or so during R.R. structure steel Beam erection.

7770

8

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

DATE July 25, 1973

TO Frank E. Terpin
Final Design Engineer
SALEM

47818

FROM Dale D. Allen
Dale D. Allen
Regional Construction Engineer

SUBJECT Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

This is in reply to your letter of July 16, 1973, requesting additional information about a road approach near the west end of the Eastside Road structure. On July 24 I investigated this matter and determined that there is an existing road approach. It is being used at the present time. However, in talking with the owner, Mrs. Potter, she advised that they were in the process of moving and it would appear that it would be to our advantage to purchase the property at this time, in lieu of trying to relocate the road approach for the present owners. The property owner also advised that they were asking $16,000 for the property; however, it is very rundown and I would estimate that it would be valued at closer to $12,000 or less.

This information was telephoned to Walt Hart of the Bridge Section. Additional information will be submitted as soon as our Right of Way people have had an opportunity to check the records.

DDA:je
Attachments

cc: W. C. Ferguson
Verne Allen

1 Versteeg J
A. Olson
2 Terpin T
3 Scott Rounds
Swenson
R. Olson
Trout A

RECEIVED
JUL 27 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Cole
[✓ Eriksen] EE
Hager
Reed
Sample
Watson

[✓ Return] ☐
Discuss ☐
Forward ☐
File ☐

BY FINAL DESIGN ENGINEER

Doc to R/W
8/15/73

Copy to Bruce Boyd
8-16-73
Jh

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 16, 1973

TO Mr. W. E. Schwartz, Region V Engineer

Frank E. Terpin

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

☒ RE ☒ RCE ☐ RBE ☐ RME
☒ ROE JUL 17 1973 ☐
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Enclosed are prints of photos and plan sheets for the subject project in the vicinity of Eastside Road.

What appears to be a road approach is seen to be located near the end of the proposed new Eastside Road bridge.

Cross sections we have on Eastside Road indicate that the fill slope may be too steep for an adequate grade on the approach unless it were built on a considerable fill.

If it is necessary to perpetuate this access, the structure would need to be redesigned.

Will you investigate and determine the following: 1. Is there an existing road approach? 2. Is it in use? 3. Must it remain at it's present location or could it be relocated? 4. Estimate of cost to relocate? 5. Value of the affected property.

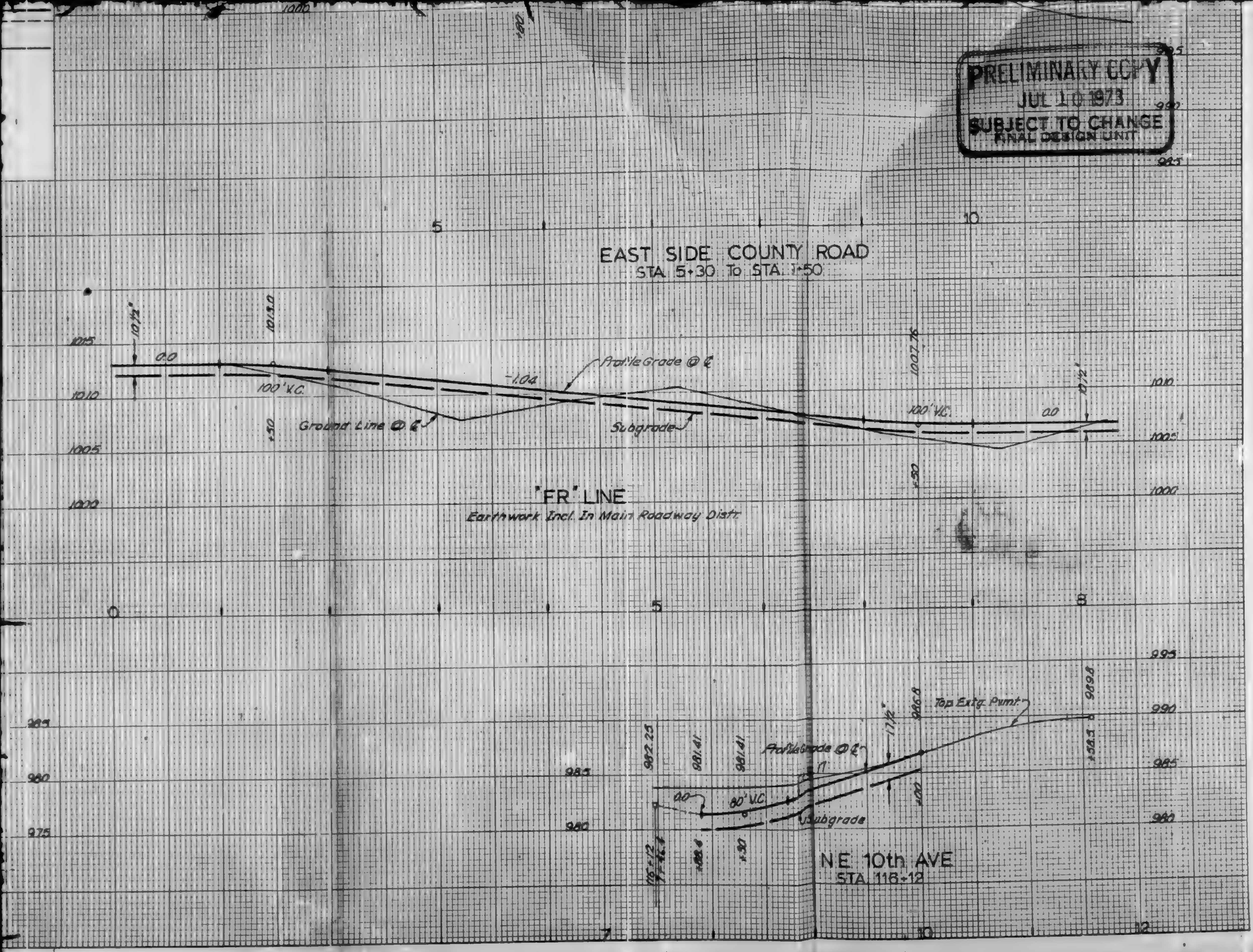
If your investigation uncovers anything of value having a bearing on the problem, please make your recommended action to this office.

FET:jg
Enclosures
cc: L. L. Wallace
Fred Eriksen

Ferguson - look at this and answer the questions [illegible] [illegible] for me.
7-17-73 g.e. WES

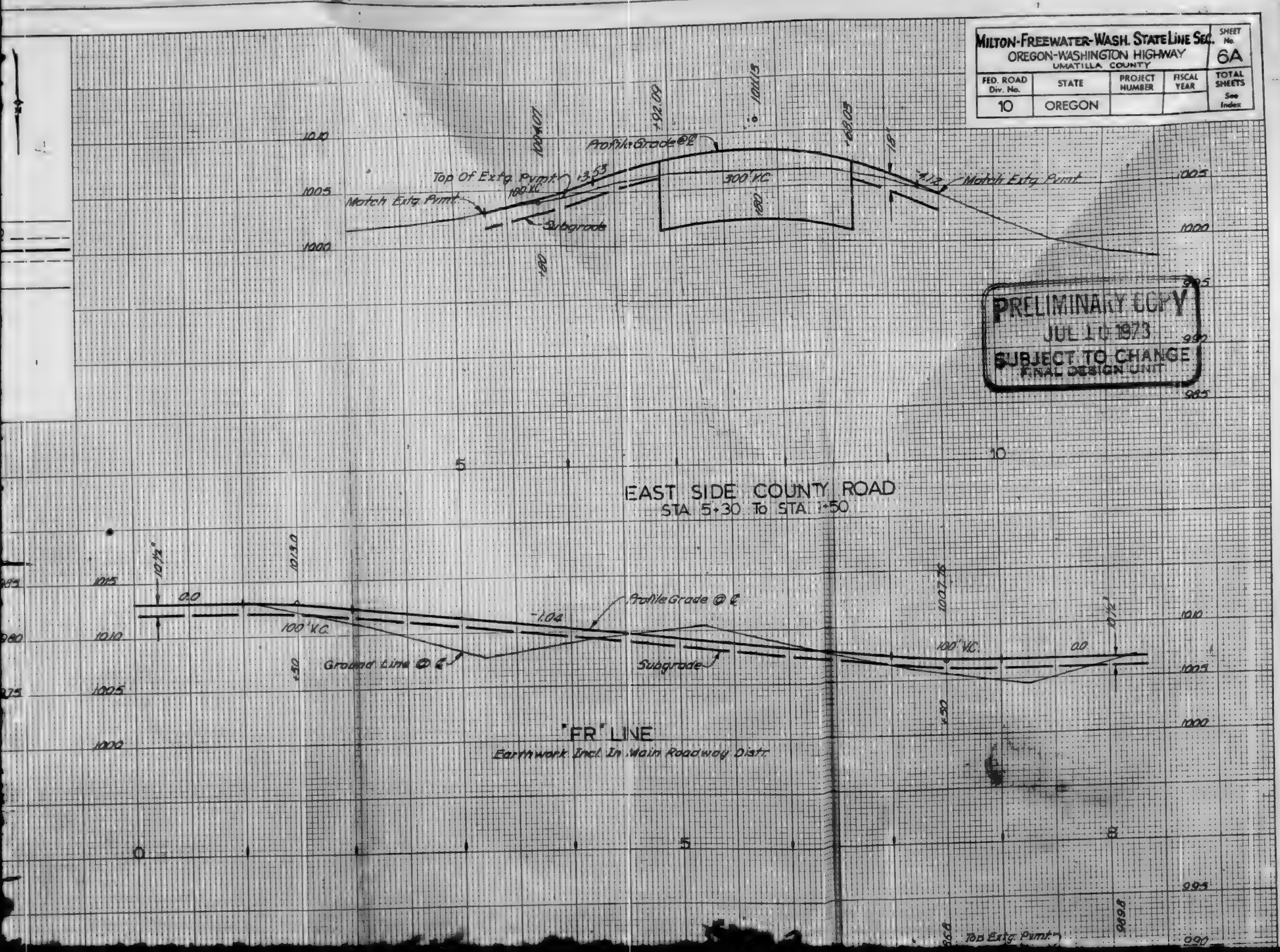
Info Copy to Ora Allen 7-20-73 g.e.

PRELIMINARY COPY
JUL 10 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT


EAST SIDE COUNTY ROAD
STA. 5+30 To STA. 1+50
"FR" LINE
Earthwork Incl. In Main Roadway Distr.
N.E. 10th AVE
STA. 116+12
Profile Grade @ ℄
Ground Line @ ℄
Subgrade
100' V.C.
100' V.C.
-1.04
0.0
0.0
10½"
10½"
1013.0
1007.76
+50
+50
Profile Grade @ ℄
Subgrade
Top Extg. Pvmt.
80' V.C.
0.0
17½"
982.25
981.41
981.41
986.8
989.8
116+12
7+46.4
+88.4
+30
+00
+58.5
0
5
8
5
10
7
10
12
1000
1015
1010
1005
1000
985
980
975
1010
1005
1000
995
990
985
980
985
980
995
990
985

MILTON-FREEWATER-WASH. STATE LINE SEC. OREGON-WASHINGTON HIGHWAY UMATILLA COUNTY				SHEET No. 6A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
JUL 10 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT



EAST SIDE COUNTY ROAD
STA 5+30 To STA 1+50

"FR" LINE
Earthwork Incl. In Main Roadway Dist.

1010
1005
1000
1005
1000
995
990
985
100+07
+92.09
100.13
+68.05
Profile Grade @ ℄
Top Of Extg. Pvmt.
+3.53
100' V.C.
300' V.C.
18"
-4.12
Match Extg. Pvmt.
Match Extg. Pvmt.
Subgrade
+80
180
5
10
1015
1010
1005
1000
10½"
0.0
1013.0
100' V.C.
-1.04
Profile Grade @ ℄
1007.76
100' V.C.
0.0
10½"
Ground Line @ ℄
Subgrade
+50
+50
1010
1005
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990
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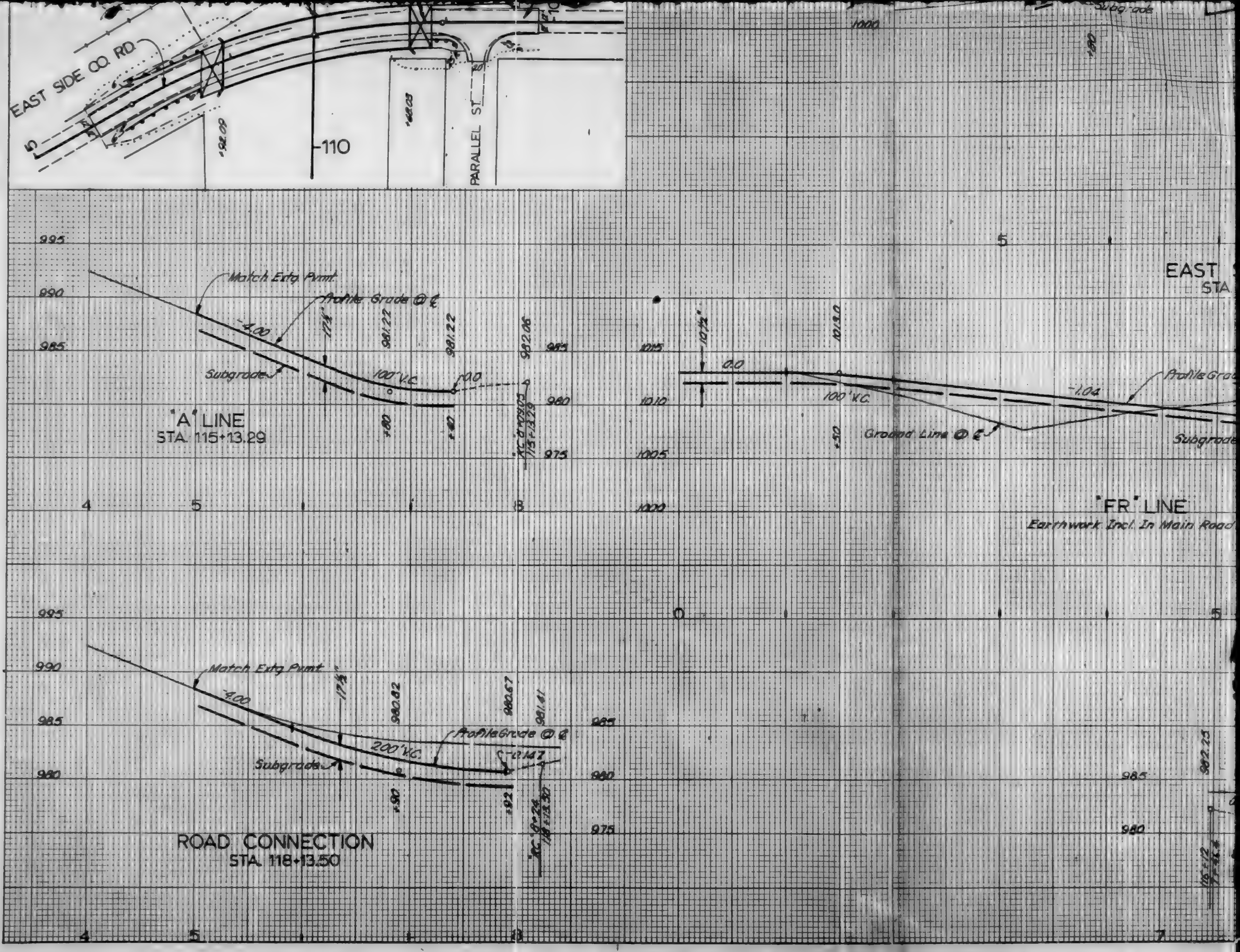
5
8
986.8
989.8
Top Extg. Pvmt.


EAST SIDE CO. RD.
5
+92.09
-110
+68.03
PARALLEL ST.
10
1000
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Subgrade
995
990
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980
975
Match Extg Pvmt.
Profile Grade @ ℄
-4.00
17½"
981.22
981.22
982.06
100' V.C.
10.0
Subgrade
"A" LINE
STA. 115+13.29
+80
+40
"A" @ 0+09.05
115+13.29
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100' V.C.
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Profile Grade
Subgrade
EAST
STA.
"FR" LINE
Earthwork Incl. In Main Road
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Match Extg Pvmt.
-4.00
17½"
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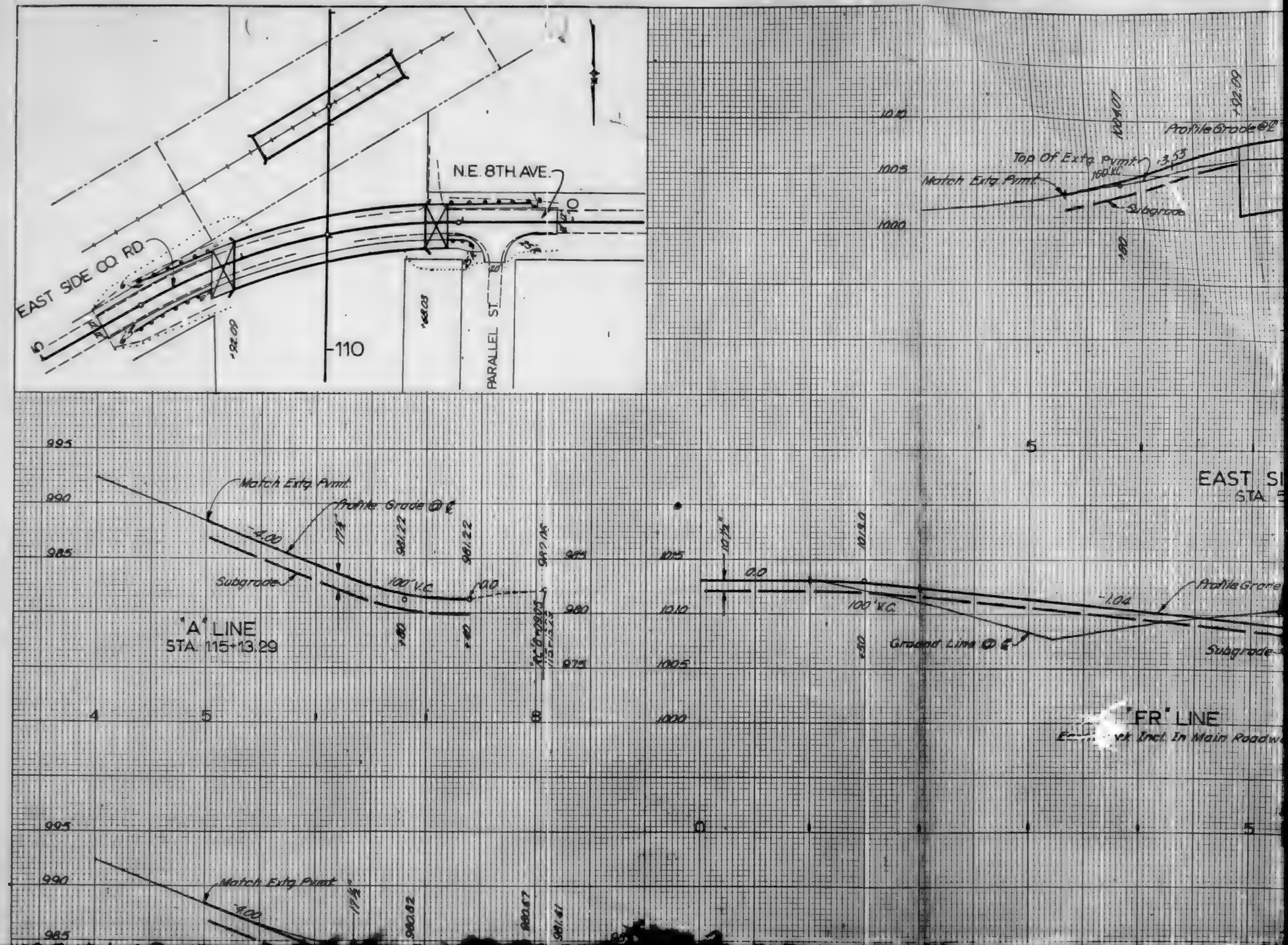
Profile Grade @ ℄
200' V.C.
-12.147
Subgrade
+90
+92
"RC" @ 0+24
118+13.50
975
ROAD CONNECTION
STA. 118+13.50
985
980
982.23
116+12
7+46.6
7



EAST SIDE CO. RD.
N.E. 8TH AVE.
PARALLEL ST.
110
10
+92.09
+68.03
'A' LINE
STA. 115+13.29
Match Extg. Pvmt.
Profile Grade @ ℄
Subgrade
4.00
17½"
100' V.C.
981.22
981.22
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P.C. "B" 0+09.03
115+13.29
+80
+40
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975
1015
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10½"
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+50
Ground Line @ ℄
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E... Incl. In Main Roadw...
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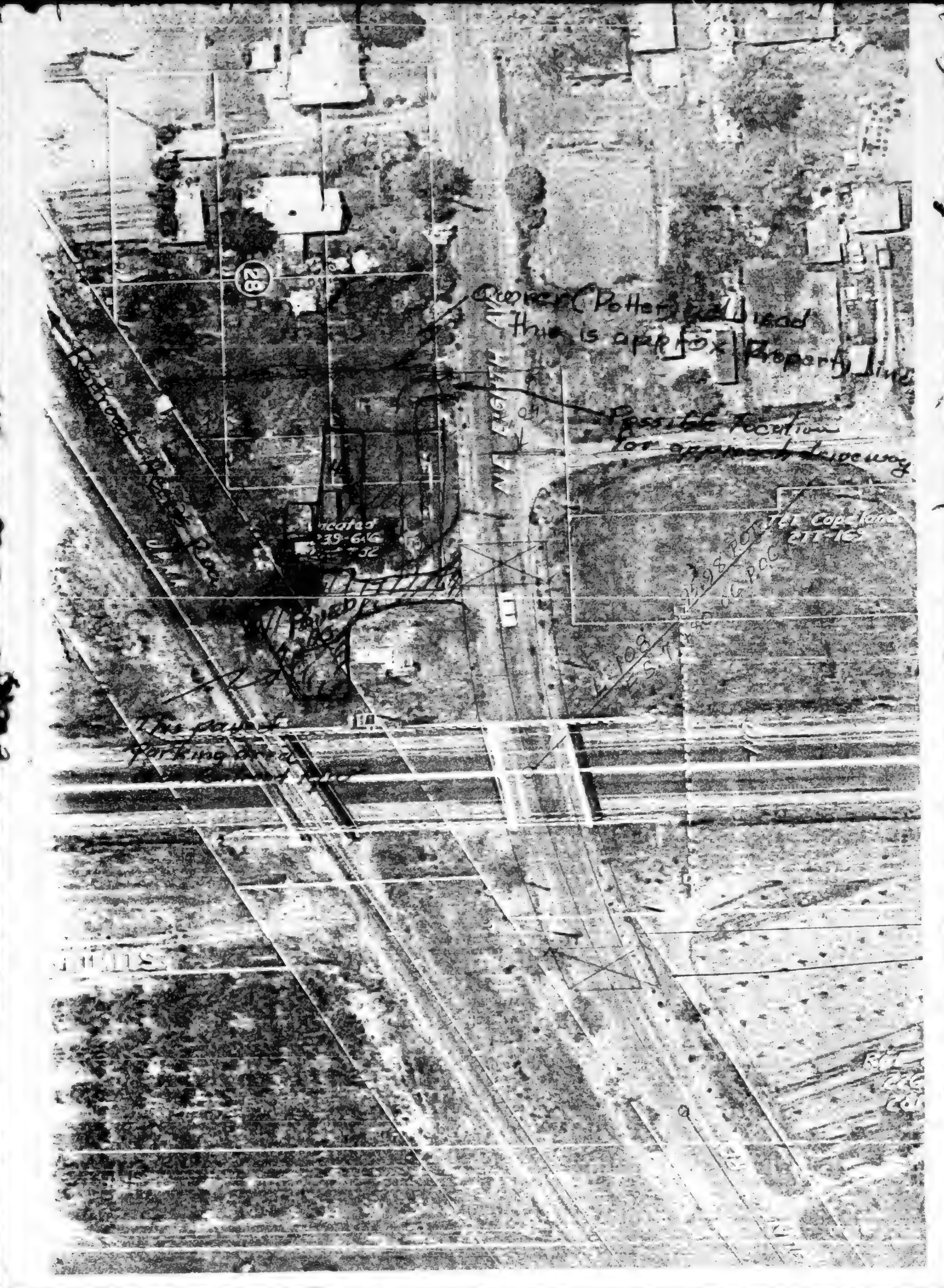
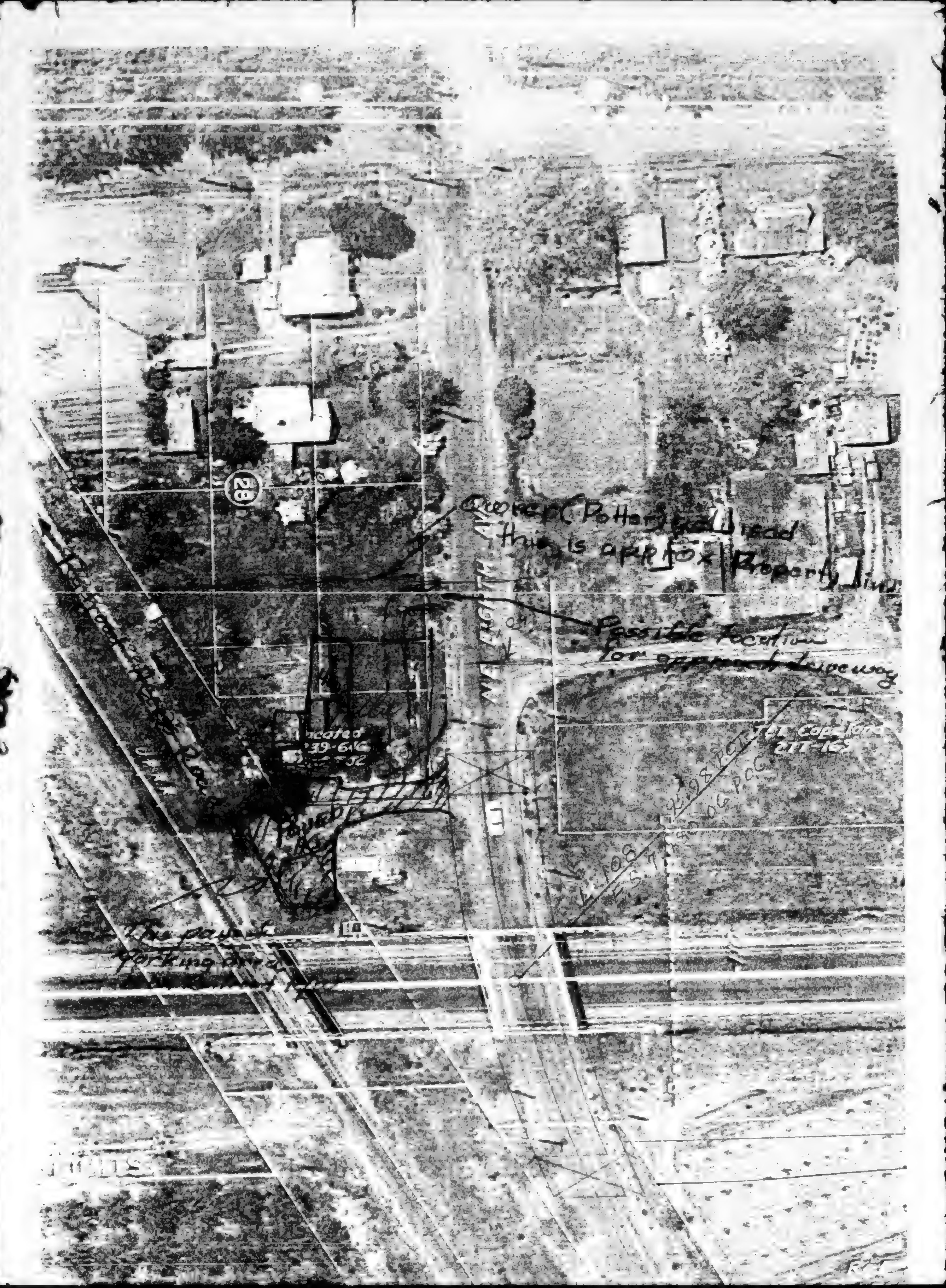

28
Owner (Potter) said this is approx property line
Possible location for approach driveway
T.L. Copeland 211-165
Railroad
Row
Vacated
239-646
752
Paved
This paved parking area


28
Cooper (Potter) [illegible] road
this is approx Property line
Possible location
for approach driveway
NW EIGHTH AV
Vacated
239-616
52
Paved
The paved
Parking area
J.E.L. Copeland
277-163

7970

8

.PLM

MCE PEL LAG 146 7-24-73 1.15 PM

WALT HART

INFO TO FRANK TERPIN
W C FERGUSON
VERNE ALLEN

RE MILTON FREEWATER PROJECT, ROAD APPROACH AT END OF EAST SIDE STRUCTURE, TERPINS LETTER OF ,7^3/6 17, 1973

VERNE ALLEN AND BILL FERGUSON ARE CHECKING THIS OUT. WE WILL TELEPHONE YOU PRELIMINARY REPORT AS SOON AS POSSIBLE.

DALE ALLEN
SH--.0$^3_4$.

REFERRED TO

Cole	Reed
X Eriksen F.E.	Semple
Hager	Watson
[✓ Return] ☐	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

Tel. from W. Hart.
Allen's Rec. will be to purchase.
T

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout M

RECEIVED
JUL 24 1973
ROAD DESIGN SECTION

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APB--.

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Swenson
R. Olson
Trout T

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Versteeg

[redacted] DESIGN SECTION

RE MILTON FREEWATER-WASHINGTON STATE LINE SECTION

RIGHT OF WAY SECTION HAS REQUESTED AN ESTIMATED COMPLETION DATE FOR THIS PROJECT, PROVIDING THE CONTRACT IS AWARDED AS SCHEDULED.

~~XXXXX~~

DO YOU HAVE ANY ESTIMATE OF WORKDAYS OR CALENDAR DAY COUNTS THAT ARE GOING TO BE USED.

DALE ALLEN
SH--.

Terpin called Allen 7-20-73

7970

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

NOTED
E. S. HUNTER

July 18, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Revised Encroachment Map
Milton Undercrossing
Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
Your File: D 9043-32-3

Dear Sir:

Enclosed for your information and use are four copies of a revised encroachment map on the Milton Undercrossing of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County. This encroachment map has been revised to show the longitudinal encroachment on the Union Pacific property caused by the fill of the East Side County Road at the SE corner of the county road structure over the Oregon-Washington Highway.

It is our understanding that the fill for the county road structure presently encroaches upon Union Pacific right of way, but has never been covered by an easement. Since we will be adding some additional fill on this, it is felt at this time that the encroachment should be covered with an agreement. This permanent easement should be made out in the name of Umatilla County, since this is their highway and they will be maintaining it in the future.

Please incorporate this into the construction agreement for this project. If any further information is required, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: ~~E. S. Hunter~~
H. S. Coulter
J. H. Versteeg
W. J. Hart
J. B. Boyd
W. E. Schwartz
H. W. Gerlach

RECEIVED
JUL 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STATE OF OREGON
1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

8

bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
Finance Branch
J. H. Versteeg
J. B. Boyd
C. T. Keasey
W. E. Schwartz (w/att)
Gary Sund

July 16, 1973

Washington State Dept. of Highways
Highway Administration Building
Olympia, Washington 98504

Attn: Mr. W. M. Foster
Assistant Director for
Highway Development

Re: SR 125, CS 3606

Dear Mr. Foster:

Herewith for your consideration are four copies of a proposed agreement concerning construction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway, a portion of which lies within the State of Washington along SR 125.

Basically this agreement provides for Oregon to prepare the plans, award the contract and supervise construction of the project. The two states are to cooperate in the relocation or adjustment of any utility installations that may be in conflict. All work will be confined within the existing right-of-way boundaries. Upon completion of construction, Oregon will submit an itemized statement of actual costs, based on contract bid prices, with a request for reimbursement by Washington.

This project is currently scheduled for bid opening on September 27, 1973.

If this proposed agreement meets with your approval, please take the necessary action to obtain the proper signatures and return for final execution.

Very truly yours,

ORIGINAL SIGNED BY
A. E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

MCH:ljt

Encl.

RECEIVED
JUL 17 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up__/__/__
Other____

1 Versteeg ✓
2 A. Olson
3 Terpin
4 Scott Round
Swenson
R. Olson
Trout

REFERRED TO
____ Cole ____
X Eriksen E.E.
____ Hager ____
____ Reed ____
____ Semple ____
____ Watson ____
[✓ Return] ☐
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

7970

5

July 16, 1973

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Miss Jessie Bell
County Clerk

6 N
7-10-73

MISC. CONTRACTS and
AGREEMENTS No. 4776

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction and maintenance of Milton-Freewater-Washington State Line Section on the Oregon-Washington Highway.

We have retained a fully executed copy of this agreement for the Commission's records.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fhm
Att.

cc H. S. Cox
(agree. att.)

7970

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 6, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project F-170(-)
Milton-Freewater - Washington State Line
Section

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Revised preliminary plans submitted with Mr. Hart's June 26, 1973 memorandum are approved.

Ca Pillsbury
G. L. Green

RECEIVED
STATE HWY ENGR
JUL 9 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

~~RECEIVED~~
~~STATE HWY E~~
~~JUL 9 '73~~
~~REFER TO~~
~~FOR~~

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

7-12-73
NOTED
E. S. HUNTER

Cl Hart
Young
Versteeg

NOTED
A. E. JOHNSON

attach. sent
back to bridge
dept. 7-12-73

RECEIVED
JUL 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

June 26, 1973

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
E. S. HUNTER

SUBJECT Milton Uxing of OWRN Co. RR, Br. No. 6675A
East Side Road, Br. No. 6979A
Little Walla Walla River Br., Br. No. 6677A
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attached are two prints each of drawing 29186 showing the relative location of the Milton RR Uxing and East Side Road and drawings 28545 through 28548 which are the advance details for the Little Walla Walla River Bridge.

The following information is being presented to you in answer to your letter of June 8, 1973 and questions that have been raised since that time.

Milton Uxing of RR

The question has arisen as to why the abutments of the proposed structure were not skewed.

In answer to this question, the following is presented:

1. The construction sequence for this project calls for erecting the new structure on false bents adjacent to the existing structure and moving it into place during a 45-hour time span. It was determined that the details of making final connections and getting the railroad back into service would be much less complicated with squared off abutments.

2. The railroad design specifications require that the ends of supports for each track shall be square with the line of the track. This requirement is so that railroad ties are either on the structure or embankment, but not on both. While this can be accomplished, it does present problems with side walls during the moving of the new span onto the abutment.

3. Support details for ballast plate and ballast on bridge would be much more complicated on a skewed structure. Also sealing the joints at the ends would be a problem.

We have completed the design and drafting on this structure and a change of this magnitude would require a complete redesign. If it were earlier in the project a complete reevaluation of this matter could be done and undoubtedly details could be worked out to skew the abutments and construct this bridge under railroad traffic.

East Side Road

We have studied the span arrangement at East Side Road and have arrived at a 28' cantilever - 121' - 28' cantilever arrangement for our final design series. This arrangement is the most satisfactory from the design standpoint considering moment, shear and deflections.

This span arrangement places the column back 24 feet from the edge of travel lane and 4.7 feet up the slope.

Considering that this is a curbed highway section within the city limits of Milton-Freewater and that we are back 24 feet from the edge of travel lane and 4.7 feet up the slope at East Side Road and are considerably up the slope at the leading edge of the railroad abutment, we do not feel that a GM rail is necessary to connect to and extend through the pier areas.

Little Walla Walla River Bridge

The plans for this structure have been revised to remove the column in the stream on the downstream side. This was accomplished by lengthening of the rigid frame and skewing the end to a point that loads could be carried into the cantilevered wall section and supported by the end edge beam.

The question was raised as to whether the rail across the bridge should have a GM section. This section is curbed and has a 6'0" sidewalk on both sides. With this taken into account we do not feel a GM rail is needed at this location.

DOC:dh
Attachments

cc E. S. Hunter
E. L. Hardt
V. E. Skoog
L. H. Young

7770 -

FORM E-30-X 12-67

8

☐ RE ☐ [✓ RCE] ☐ RBE ☐ RME
☒ ROE JUL 3 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

July 2, 1973
Hermiston Oregon

SUBJECT: Milton-Freewater - Washington State Line Sec.
Washington- Oregon Highway
Umatilla County

To:
Mr. W. E. Schwartz
Regional Engineer
La Grande

Attention: Mr. Dale Allen

As requested, enclosed herewith is a vicinity map of Appleton Rd. as it exists in the field. You will note that the alignment is somewhat different than shown on the preliminary plan.

We have outlined the future curbed island in with paint in the field and have determined that all poles and utilities will be removed and there should be nothing to interfere with illumination poles.

E. S. Thompson
E S Thompson
Resident Engineer

cc Traffic & Design
w/ Map
Dale

Encl:

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 5 - 1973
ROAD DESIGN SECTION

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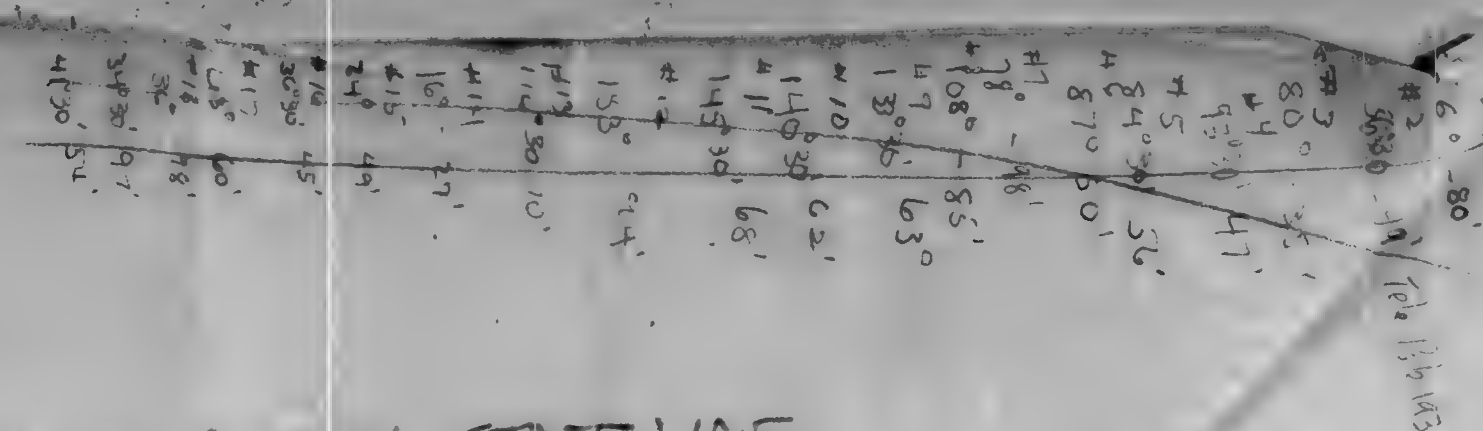
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
W. H. SAMPLE

NOTED
F. ERIKSEN

NOTE:
ALL POLES, WIRES & TREES will be removed
So There will be nothing to interfere with
illumination.

To Wash. State Line →
70



MILTON-FREEWATER-WASH STATE LINE

SCALE ~ 1" = 50'

NOTE:
ALL POLES, WIRES & TREES will be removed
So There will be nothing to interfore with
Illumination.

To Wash State Line →

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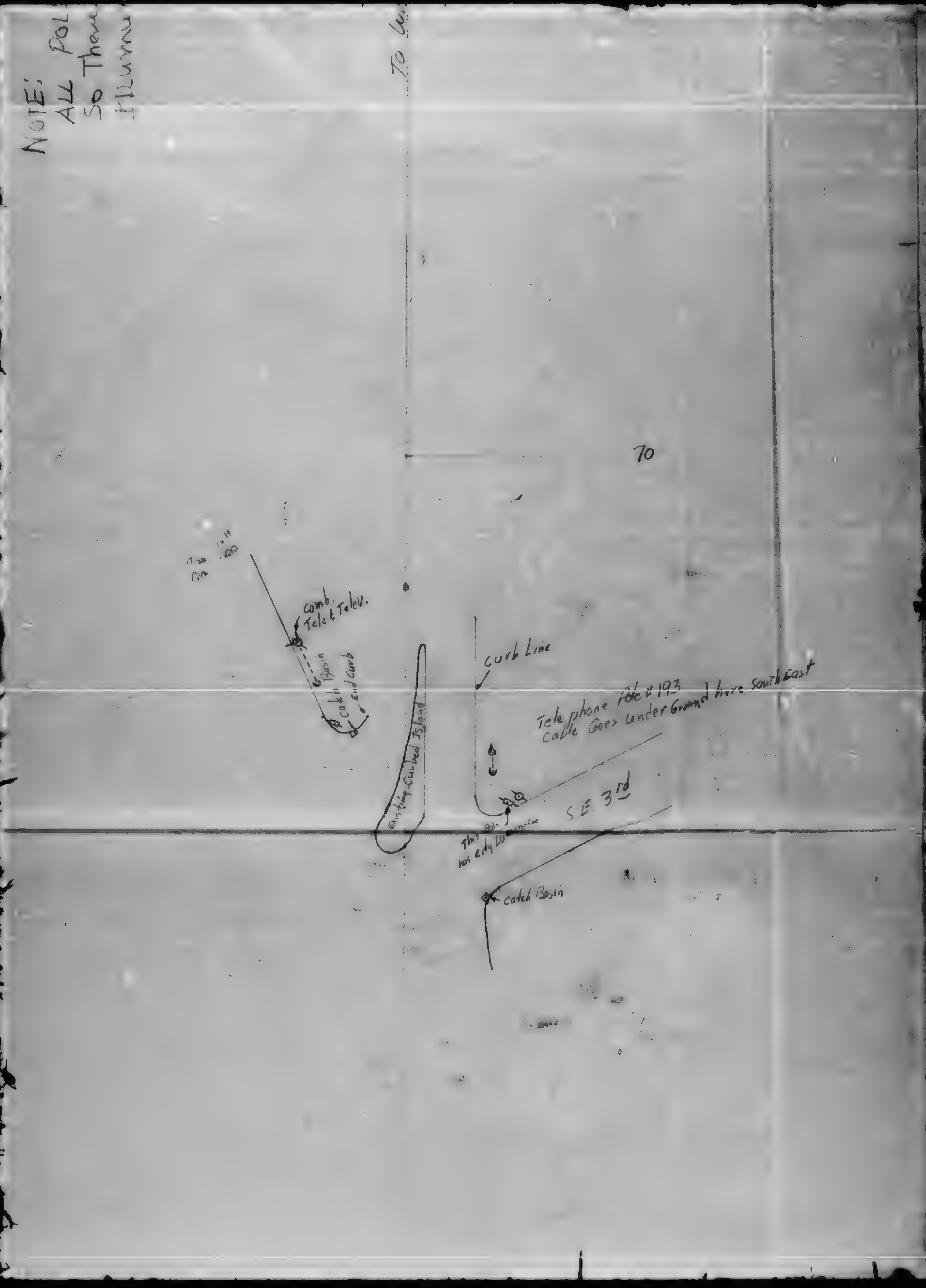
Tel. & Telev.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16 19
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Tele & Telev.
Catch Basin
End Curb
Existing Curbed Island
Curb Line
Telephone Pole #193
Cable Goes under Ground here South East
This Pole has city Luminaire
S.E. 3rd
catch Basin

NOTE:
ALL POL
So There
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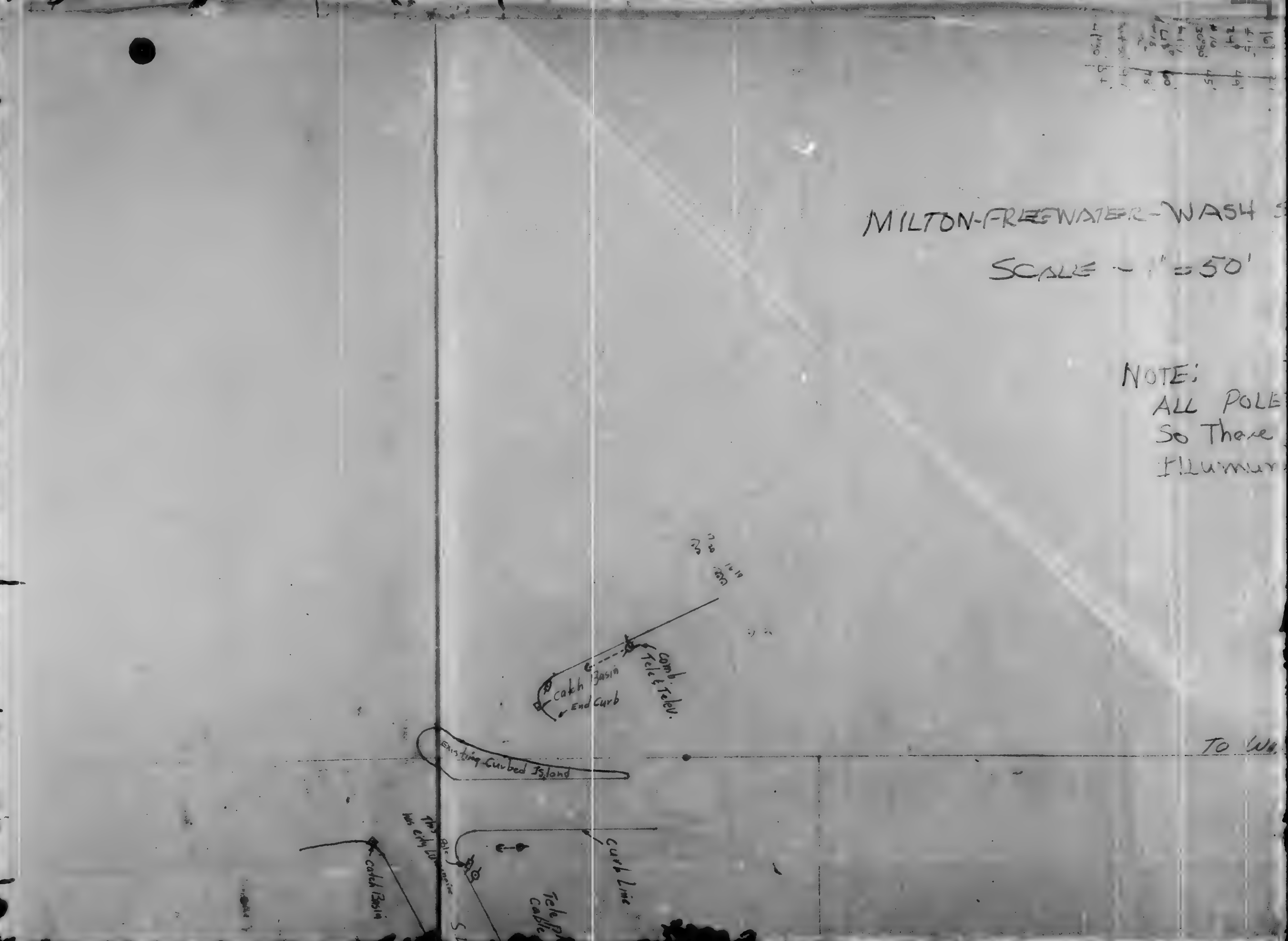

MILTON-FREEWATER-WASH

SCALE - 1" = 50'

NOTE:
ALL POLE
So There
Illumin

Catch Basin
End Curb
Comb. Tele & Telev.
Existing Curbed Island
TO W
This Pole has City Luminaire
Catch Basin
Curb Line
Tele Cable
S

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE June 29, 1973

TO Frank E. Terpin
Final Design Engineer

SALEM

FROM Dale D. Allen
Dale D. Allen
Regional Construction Engineer

SUBJECT Preliminary Plan Review
[redacted] Line Project

Last week a plans-in-hand inspection was made of this project and all recommended changes and comments were furnished to Gerald Test of the Bridge Department and Bill Sample. A couple of items that remain to be checked out include a deflection test on portions of the widened pavement between stations 100 and 120, which Clarence Gregg is scheduled to do on July 9, and a vicinity map of the Appleton Road Intersection, which our resident engineer is preparing.

Also, it was discussed at our meeting that additional detail relating to traffic control was required on the stage construction detours as far as signing, delineation, and possible deletion of the metal traffic barrier in favor of a less hazardous barrier. This project will very likely be under construction during Expo 74 in Spokane and it would seem appropriate that we spend a little extra care on our design of temporary traffic control measures.

DDA:je

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout ✓

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BY FINAL DESIGN ENGINEER

Copy to Walt Hart
7-2-73

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Throughway Agreement, Umatilla County
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway

In general terms, the subject agreement provides for State construction and maintenance of the project. Existing road connections will be reconstructed and, upon completion, any right-of-way acquired for this purpose will be transferred to the County. The County concurs in State's recommendation for temporary road closures during the period of construction and will cooperate in the normal manner to effect the relocation or adjustment of any utility installations which may be in conflict.

Agreements will also be required with the State of Washington and the City of Milton-Freewater for this section.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
J. B. Boyd
Victor Wolfe
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Sund

MCH:ljt dpy

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FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 25, 1973

To: FILE

SUBJECT: Hudson Bay Irrigation Siphon
Milton-Freewater - Washington St. Line
Oregon-Washington Highway
Umatilla County

During conversations with Mr. Gerald George, SCS in Pendleton, and Mr. Jim Haglund, SCS Design Engineer in Portland, the following information was obtained on the status of their irrigation ditch improvement project.

1. During normal operation of the system water is diverted into the canal on May 1. The season extends as late into the summer as water supplies will allow, usually into late August.

2. The channel gradient for their project has been revised to a constant grade of 0.20%. This would result in flowline elevations at the inlet and outlet of the new siphon of 989.82 and 989.50 respectively.

3. The SCS plans to contract their work in July or August of this year. Because of the water shortage, the irrigation system will not be in operation for the remainder of the summer.

4. If a temporary channel transition is needed at the new siphon because of staging differences between the two projects, it can be accomplished by excavating and shaping the channel. Slope protection would not be required.

5. A new 6'x4.5' RCBC will be constructed from the intake of the irrigation ditch upstream through East Side Road. A total distance of 200 feet.

Mr. Haglund has not seen any of the designs for the proposed siphon. It is felt that he should be given an opportunity to review the plans and comment on them.

1 Versteeg ✓
A. Olson T
2 Terpin T
Scott
Swenson
R. Olson
Trout ✓

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JUN 25 1973
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Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Hydrologic Engineer

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Hager
Watson
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Forward ☒
Discuss
File ☐
☐ ☐
BY FINAL DESIGN ENGINEER

SHM:mc
cc Victor D. Wolfe
W. J. Hart
J. H. Versteeg ✓
J. E. Chidsey
W. E. Schwartz

7970

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 21, 1973

To: Mr. A. E. Johnson
Deputy State Highway Engineer

BUILDING

SUBJECT: Agreement Draft
Milton-Freewater - Washington
State Line Section
Oregon-Washington Hwy. No. 8
State of Washington

Attached hereto for your consideration is a suggested draft of an agreement with the State of Washington covering work to be done as a part of our four-laning project.

We are to include the work in our contract and, upon completion, Washington is to reimburse the entire amount. The States are to cooperate in adjustment of any conflicting utilities.

Please examine the terms of the proposed agreement and, if you approve, forward to the Legal Section for their approval as to form, and return to this office for preparation in final form.

This project is currently scheduled for contract at the August 30 bid opening with an estimated cost of $3,300,000.

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

Att.

RECEIVED
STATE HWY ENGR
JUN 29 '73
REFER TO
cy to → Hal Barnes 7-9-73
FOR
Info Inves R/D O/R Sign Act File
6-29-73

RECEIVED
STATE HWY ENGR
JUN 21 '73
REFER TO
FOR
Info Inves R/D O/R Sign Act File

7-9-73
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OK
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RECEIVED
JUN 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7973

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LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

June 21, 1973

Honorable Richard W. Sabin
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: Application to Replace Milton Undercrossing
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway

Attn: Lon Topaz
Air, Rail & Marine

NOTED
F. B. KLABOE

Dear Mr. Sabin

Enclosed please find an application to replace an existing undercrossing and I also enclose six copies for your use in serving the interested parties.

The Highway Division would like to let the contract for this work in August, and hopefully an ex parte order may be secured by that time.

Sincerely yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

am
Enclosures
cc: F. B. Klaboe
A. E. Johnson
Walter J. Hart
W. E. Schwartz
C. T. Keasey
James E. Chidsey

RECEIVED
STATE HWY ENGR
JUN 22 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PUC Docket No. __________

Crossing No. __________

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE SEPARATION STRUCTURE

Formal Title:

In the matter of the application of Milton Undercrossing,
Milton-Freewater-Washington State Line Section

for the authority, pursuant to ORS 763.040, to Replace
(construct/alter)

a separated crossing of Oreon-Washington Highway No. 11
(street or highway name and/or number)

Under (over/under) the tracks of O.W.R. & N.R.R. (Union Pacific Railroad Co.: Lessee)
(name of railroad)

in (in/near) Milton-Freewater (name of city, town or nearest railroad station),

Umatilla (name of county), Oregon.

Form SS-3/73 Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon by and through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 366.205 763.040. 763.050.

3. Location of proposed project:

   City Milton-Freewater

   Nearest railroad station SE Corner of NW 4th Ave. & W. Main St.

   County Umatilla. The proposed construction is to be in the SW 1/4 of the NW 1/4 of Section 1, Township 5N, Range 35E, Willamette Meridian.

4. This project involves a public highway (to be) known as Oregon-Washington Highway

5. This project will cross the tracks and right of way of the O.W.R.&N. RR (Union Pacific Railroad Co. (Lessee)
   (Railroad)

   at railroad milepost 36.69.

6. At the crossing, the highway will be below (above/below) the railroad tracks.

7. List the proper parties of interest.

   A. City of Milton-Freewater

   B. O.W.R. & N. Railroad Company

   C. Union Pacific Railroad Company

   D. Umatilla County

   E.

   F.

8. What is the average annual daily traffic (vehicular) count? 7600

9. What is the average volume of train movements per day?

Passenger 0 Switch 0 Freight 2 (15 M.P.H)

10. Describe the general nature and intent of the project. To replace the existing railroad structure so that the Oregon-Washington Highway can be widened from two lanes to four lanes with 16 ft median and 10 ft shoulders.

11. Is this construction necessary for the service, accommodation, and conventience of the Public? yes If yes, why? Provide for expansion and upgrading of existing highway facility to safely carry the motoring public and to provide for public safety by separating highway traffic from train traffic.

12. Who will construct the structure?

A. State of Oregon

B.

13. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100%

14. Who will maintain the structure?

A. Up to the bottom of the beams except for the beam-bearing assemblies State of Oregon

B. All highway appurtenances State of Oregon

C. Above the bottom of the beams plus the beam-bearing assemblies
Union Pacific Railroad Company

D. Railroad tracks, railroad drainage and all railroad facilities
Union Pacific Railroad Company

15. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the beam-bearing assemblies
State of Oregon

B. All highway appurtenances State of Oregon

C. Above the bottom of the beams plus the beam-bearing assemblies
Union Pacific Railroad Company

D. Railroad tracks, railroad drainage and all railroad facilities
Union Pacific Railroad Company

16. Is a temporary impairment of standard clearance on the railroad necessary during the construction period No

If so, describe (and attached complete drawing)

17. Is a temporary crossing at grade necessary during the construction period? No

If so, describe (include exact railroad milepost location, protection proposed and visibility conditions, and attach complete drawing)

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ______

18. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes

19. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

Not applicable in this case where an existing structure is being replaced.

20. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

This is a replacement of an existing structure due to widening the present Oregon-Washington Highway and does not effect any other crossings.

21. Other items of construction and cost distribution:

It will be necessary to utilize the existing structure and to construct temporary spans off the end to carry railroad traffic during construction. See drawings 28066 and 28600 for temporary structure details and construction sequence.

WHEREFORE, applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 20th day of June, 1973.

F R Klaboe
(Applicant)

James L. Sellers
(Attorney)

I, F. R. Klaboe, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

F R Klaboe

STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 20th day of June, 1973.

A TRUE COPY

James L. Sellers
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form SS-3/73 Signature Page

7973

5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 19, 1973

TO Mr. Walter Barrie
Chief Counsel

Attention Mr. Jack Sollis

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Milton-Freewater-Washington State Line Sec.
Oregon-Washington Highway
Umatilla Co.
Milton Undercrossing of OWR & N Co. RR.
Br. 6675A
PUC Application

Attached is a completed PUC Permit application form for the subject project.

Also attached are fifteen prints each of Drawings 27921, 28600, 28066, and 27900 which are the plan, construction sequence, temporary structure details and vicinity map and profile respectively. Copies of these drawings were previously sent to the railroad and approved by them.

It is planned to receive bids for this project on August 30, 1973.

Please make formal application to PUC for a permit for this structure.

DOC/ag
Attachs.
cc E. S. Hunter
~~J. E. Chidsey~~
W. E. Schwartz

RECEIVED
JUN 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7715

8

FORM E-30-X 12-67

☒ RE ☐ RCE ☐ RBE ☐ RME
☒ JUN 18 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Hermisten, Oregon
June 15, 1973

SUBJECT: Milton-Freewater-Washington State Line Sec.
Oregon - Washington Highway
Umatilla County

To:

Mr. W. E. Schwartz
Regional Engineer
La Grande

Enclosed is a sketch map of a siphon station 114+50 with details requested.

Also enclosed are survey notes with details of existing pipe culverts at stations 252+40 and 255+25. There should be no problem connecting the 8" pipe to the storm sewer system.

I have not made any recommendation for additional outlets for the storm sewer system since it is required to deliver the water to Glen Stevens property at station 131+07 on the first run and there are no other outlets from 152+50 and 252+50.

Versteeg
A. Olson
T Terpin T
Scott
Swenson
R. Olson
Trout A

RECEIVED
JUN 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

E. S. Thompsen

E S Thompson

Resident Engineer

REFERRED TO
Cole
X Eriksen F.E.
Hager
Reed
Sample
Watson
Return ☐
Discuss ☐
Forward ☐
File ☒
BY FINAL DESIGN ENGINEER

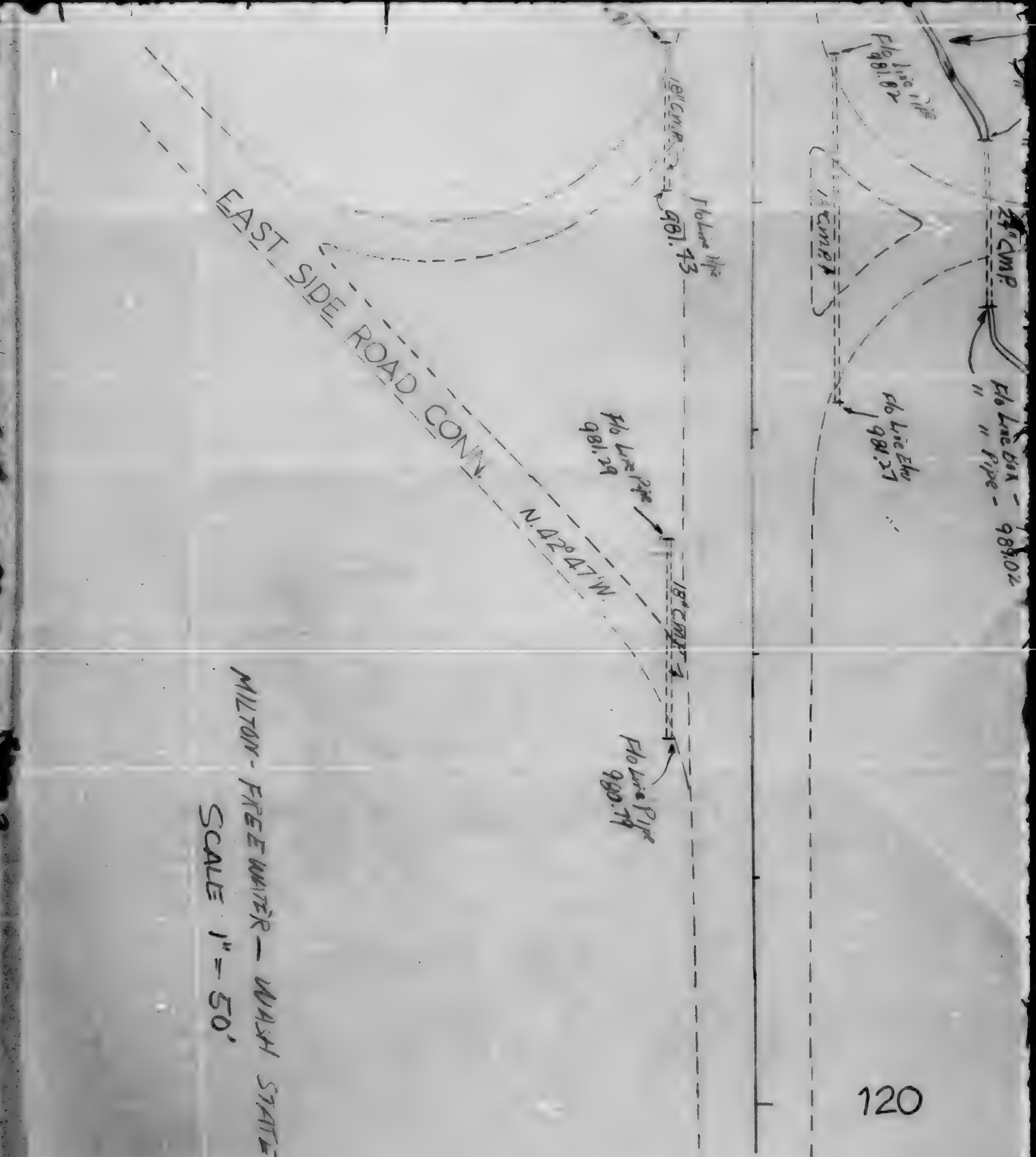
Encl:

F. E. TERPIN

ATTATCHED IS INFORMATION REQUESTED IN YOUR LETTER OF MAY8, 1973 - SHOULD YOU REQUIRE ADDITIONAL INFORMATION PLEASE CONTACT THIS OFFICE.

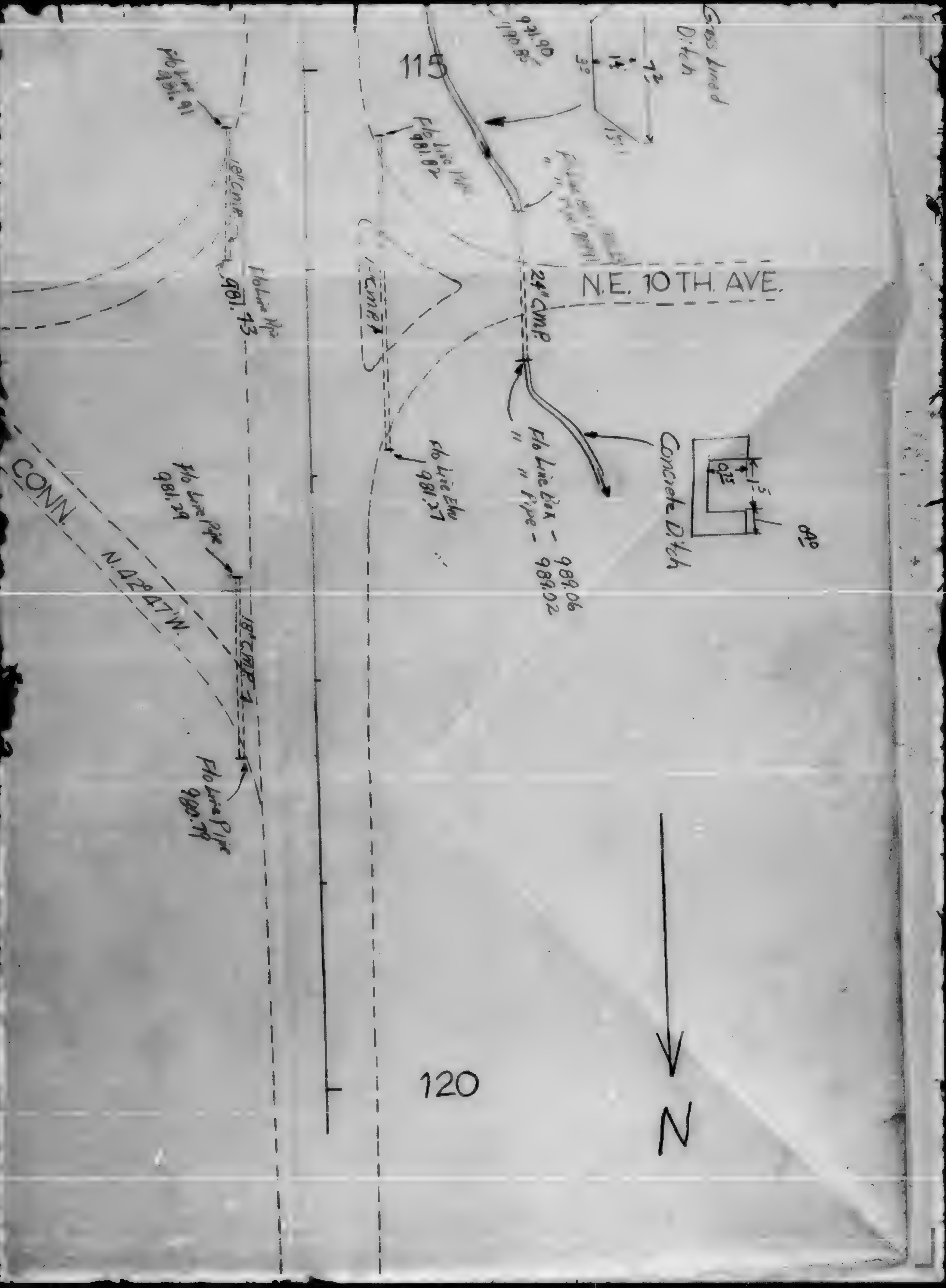
R C Lang
REGION OFF. ENGR

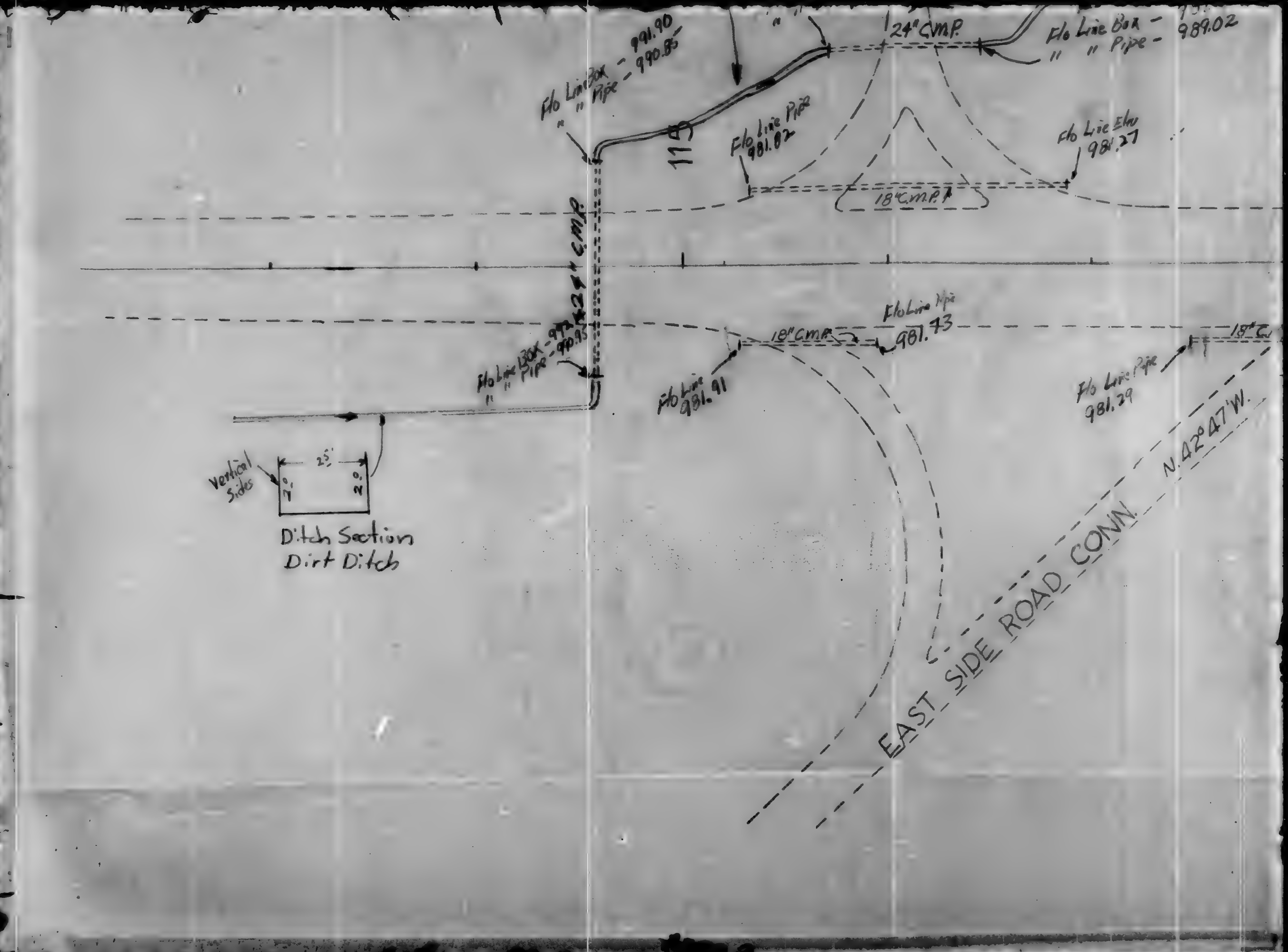
cc E.S. Thompson
H.W. GERLACH

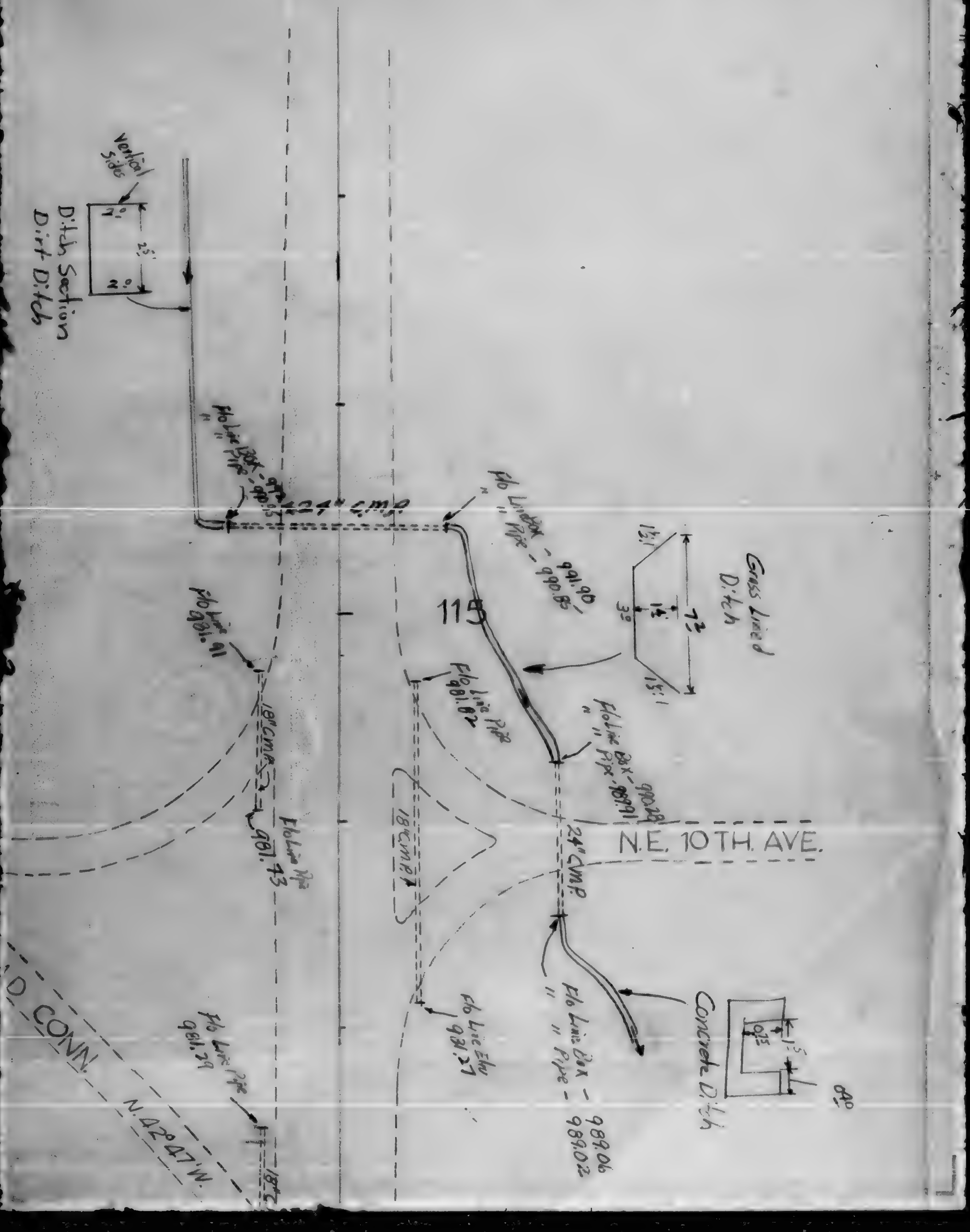

EAST SIDE ROAD CONN.
N.42°47'W.
18" CMP
Flo Line Pipe 981.43
18" CMP
Flo Line Pipe 981.82
24" CMP
Flo Line Box - 988.02
" " Pipe -
18" CMP
Flo Line End 981.27
Flo Line Pipe 981.29
18" CMP
Flo Line Pipe 980.79

MILTON-FREEWATER — WASH STATE LINE

SCALE 1" = 50'


115
Flo Line 981.91
981.90
990.85
Grass Lined Ditch
3⁰
1⁴
7²
1.5:1
Flo Line Pipe 981.87
Flo Line Pipe
18" CMP
Flo Line Pipe 981.43
CMP
24" CMP
N.E. 10TH. AVE.
Flo Line Elev 981.37
Flo Line Box - 989.06
" " Pipe - 989.02
Concrete Ditch
1⁵
0.25
0⁵0
CONN.
N. 42°47' W.
Flo Line Pipe 981.29
18" CMP
Flo Line Pipe 980.79
120
N


Flo Line Box - 991.90
" " Pipe - 990.85
24" C.M.P.
Flo Line Box - 989.02
" " Pipe -
115
Flo Line Pipe 981.82
18" C.M.P.
Flo Line Elev 981.27
24" C.M.P.
Flo Line Box - 99
" " Pipe - 990.95
18" C.M.P.
Flo Line Pipe 981.73
Flo Line 981.91
18" C
Flo Line Pipe 981.29
Vertical Sides
25'
2.0'
2.0'
Ditch Section
Dirt Ditch
EAST SIDE ROAD CONN.
N.42°47'W.


vertical sides
2.0'
2.5'
2.0'
Ditch Section
Dirt Ditch
Flo Line Box - 992
" " Pipe - 990.05
24" C.M.P.
Flo Line Box - 991.90
" " Pipe - 990.85
115
Grass Lined Ditch
1.5:1
7.0'
1.0'
3.0
1.5:1
Flo Line 981.91
18" CMP
Flo Line Pipe 981.73
Flo Line Pipe 981.07
18" CMP
Flo Line Box - 990.29
" " Pipe - 989.91
N.E. 10TH. AVE.
24" CMP
Flo Line Box - 989.06
" " Pipe - 989.02
Concrete Ditch
1.5'
0.25
Flo Line Elev 981.27
Flo Line Pipe 981.29
D. CONN.
N. 42°47' W.
18" C

7970

cc: A. E. Johnson
E. S. Hunter
W. E. Schwartz

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1973

To: Mr. J. H. Versteeg
Design Engineer

BUILDING

SUBJECT: Milton-Freewater - Washington State Line Section
Oregon-Washington Highway (ORE 11)

1
2 A. C.
3 T
4 Scott
5 Swanson
6 R. C.
Tree

RECEIVED
JUN 11 1973
ROAD
DESIGN
SECTION

Reference the discussion of Friday, June 8, and previous correspondence and meetings regarding the subject matter, please be advised that Mr. M. C. Holmes and myself met with Washington State Highway Department, Yakima, District 5 personnel, Mr. Rex Howey, Reconnaissance Engineer, and Mr. Bill Hordan, Assistant Location-Design Engineer, on Thursday, June 7.

We left copies of the proposed plan (sheets 19 and 20), profile, and cross sections of that portion to be constructed within the State of Washington.

Oregon's proposed typical section utilizes some 140 feet of right-of-way whereas Washington has a variable width of 100 feet to 120 feet; therefore the slopes should be modified to reflect this and remain within the existing rights-of-way.

Utilities should be closely coordinated between the two states as the relocation procedures are similar and most likely involve the same company. The irrigation system in the vicinity of Engineer's Station 280± (westside) is owned by Walla Walla Business College and is on a franchise; however, if the college is not able to move at this time perhaps this would be an item for us to include in contract.

It appears by prior correspondence that Oregon will design and construct the facility within Washington and they (Washington) will pay for their share (estimate should be made for the approximate 1,000 feet).

Please find attached various items of interest that may be helpful in the finalizing of the plans and submission to Washington for approval and consummation of agreement.

H. S. Cox
County and City Engineer

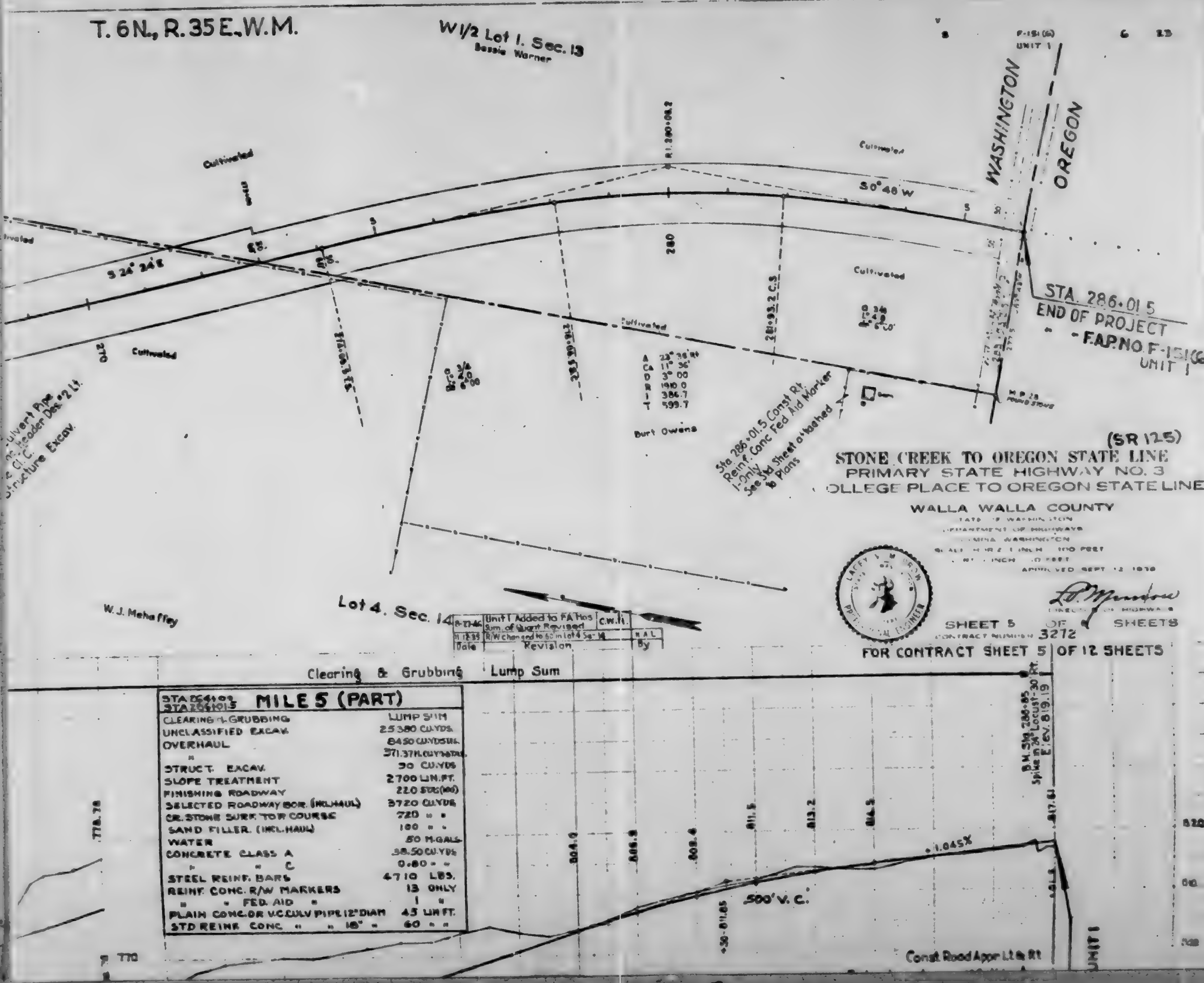
By

D. N. Harwell

D. N. Harwell
Assistant Engineer

REFERRED TO
Cole Reed
✓ Eriksen F.E. Sample
Hager Watson
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Att.
DNH:lat


T. 6N., R. 35E. W.M.
W1/2 Lot 1. Sec. 13
Bessie Warner
Cultivated
Cultivated
Cultivated
Cultivated
Cultivated
R.1. 280+08.2
S 0° 48' W
S 24° 24' E
280
270
281+93.2 C.S.
WASHINGTON
OREGON
F-151(6)
UNIT 1
STA. 286+01.5
END OF PROJECT
- F.A.P. NO. F-151(6)
UNIT 1
M.P. 28
Burt Owens
W. J. Mehaffey
Lot 4. Sec. 14
Culvert Pipe
Conc. Header Des. #2 Lt.
Cl. C.
Structure Excav.
Sta. 286+01.5 Const. Rt.
Reinf. Conc. Fed. Aid Marker
1-Only
See Std. Sheet attached to Plans
Clearing & Grubbing
Lump Sum
B.M. Sta. 286+85
Spike in 24" Locust-30' Rt.
Elev. 819.19
778.78
804.0
806.8
808.4
811.5
813.2
814.5
817.61
+30-811.85
500' V.C.
+1.045%
Const. Road Appr. Lt. & Rt.
UNIT 1
820
810
770

Date	Revision	By
8-13-46	Unit 1 Added to FA Hos Sum. of Quant. Revised	C.W.H.
11-12-35	R/W changed to 60' in Lot 4 Sec. 14	H.A.L.

STA. 256+09 STA. 286+01.5	MILE 5 (PART)
CLEARING & GRUBBING	LUMP SUM
UNCLASSIFIED EXCAV.	25380 CU. YDS.
OVERHAUL	8450 CU. YDS. STA.
"	371.37 M. CU. YDS. STA.
STRUCT. EXCAV.	30 CU. YDS.
SLOPE TREATMENT	2700 LIN. FT.
FINISHING ROADWAY	220 STA. (100)
SELECTED ROADWAY BOR. (INCL. HAUL)	3720 CU. YDS.
CR. STONE SURF. TOP COURSE	720 " "
SAND FILLER. (INCL. HAUL)	100 " "
WATER	50 M. GALS.
CONCRETE CLASS A	38.50 CU. YDS.
" " C	0.80 " "
STEEL REINF. BARS	4710 LBS.
REINF. CONC. R/W MARKERS	13 ONLY
" " FED. AID "	1 "
PLAIN CONC. OR V.C. CULV. PIPE 12" DIAM.	43 LIN. FT.
STD. REINF. CONC. " " 18" "	60 " "

(SR 125)

STONE CREEK TO OREGON STATE LINE

PRIMARY STATE HIGHWAY NO. 3

COLLEGE PLACE TO OREGON STATE LINE

WALLA WALLA COUNTY

STATE OF WASHINGTON

DEPARTMENT OF HIGHWAYS

OLYMPIA WASHINGTON

SCALE HORIZ. 1 INCH = 100 FEET

VERT. 1 INCH = 10 FEET

APPROVED SEPT. 12 1936

Lacey V. Murrow

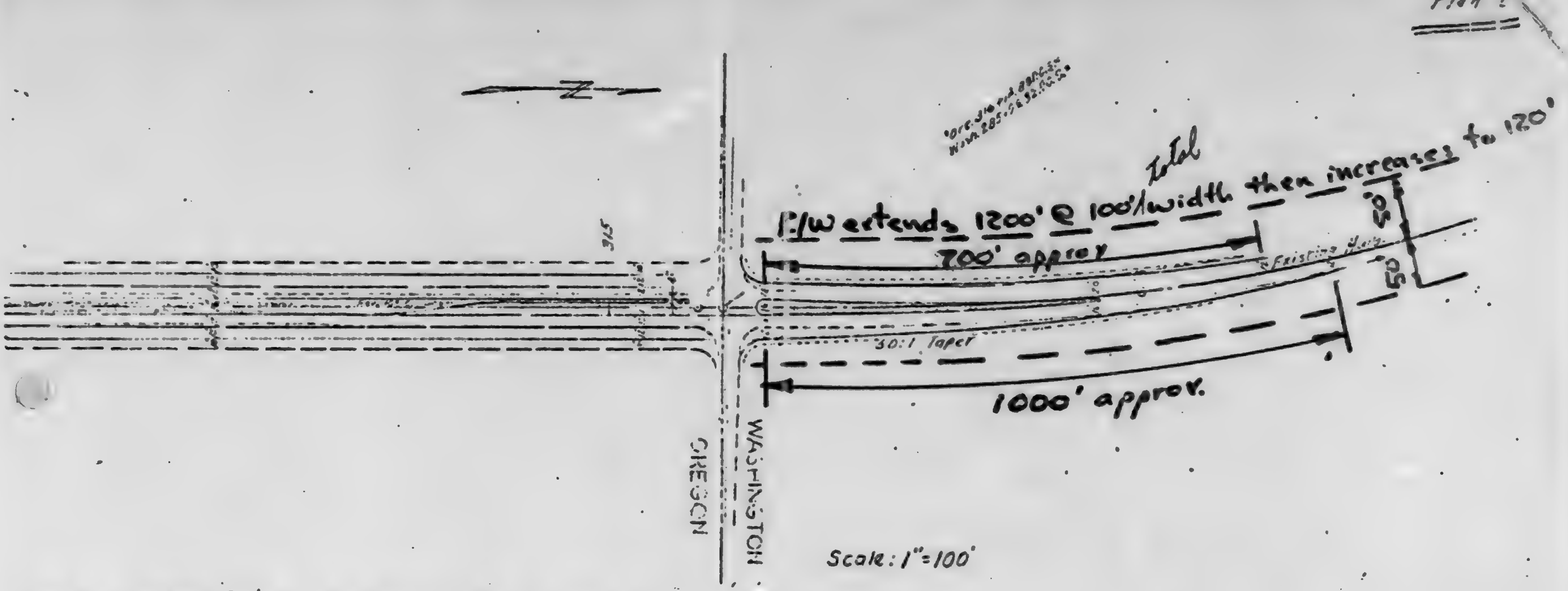
L.V. Murrow

DIRECTOR OF HIGHWAYS

SHEET 5 OF SHEETS

CONTRACT NUMBER 3272

FOR CONTRACT SHEET 5 OF 12 SHEETS


Plan I
N
R/W extends 1200' @ 100' total width then increases to 120'
700' approx
Existing Hwy.
50'
50'
30:1 Taper
1000' approx.
315
OREGON
WASHINGTON
Scale: 1"=100'

STATE LINE CHANNELIZATION
MILTON-FREEWATER WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973

Note: Although telepone line may be located within our R/W - it is their responsibility to move it. 29' from ℄ was the closest Franchise 276 allowed the poles to be placed.

No info available on irrigation system - It is eith outside of our R/W or placed there without our permission?

Note: Exist. profile is at or near ground level from O/W line for 800' - then enters approx. 10' of cut.

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

DEPARTMENT OF HIGHWAYS
DISTRICT 5
MAY 31 1973

DIST. ENGR			UTILITIES
MAINT.			SOILS
ASST. MAINT.			ADM. OFF.
R/W			ACCTG.
CONSTR.			EQUIPMENT
ASST. CONST.			PERSONNEL
LOCATION	RCS		SAFETY
ASST. LOC.	WT		STATE AID
RECONN.			R E INSP.
DESIGN			RECORDS
PROJ. CTRL.			SUPPLY
PLANS	g		MACH. RM.
LIAISON			WAGE CMPL.
L'SCAPE			STENO
[illegible]			FILE
TRAFFIC			

May 25, 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Attn: Mr. A. E. Johnson
Deputy State Highway Engineer

Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

SR 125, CS 3606

Dear Mr. Johnson:

Reference is made to your March 29 letter providing us with preliminary plans for highway modifications in the State of Washington in conjunction with your highway improvement to the south. Our review of these plans indicate that they are suitable for our purposes and no revisions are necessary.

Through conversations between Mr. Cooper of this office and Mr. Hunter of your office, it is understood that you will be providing additional material in response to our letter of March 2. We look forward to finalizing any agreement for completion of this work and will be pleased to provide any assistance or further coordination you desire to finalize the issues.

Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. Foster

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA:fn
WMF
JHC/JDZ
RCC
cc: Cooper
Gray
Bentley
Mattson
Job File

Bill Hordan (Loc/Des. Eng.)
Ros Henry - Recon

John N. Rupp Chairman Harold Walsh Baker Ferguson A.H. Parker Lorna Ream Lorenz Goetz

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1973

TO J. B. Boyd, Right of Way Engineer

FROM K. A. Chatwood, Administrative Right of Way Agent

SUBJECT Milton Freewater-Washington State Line Section
Oregon-Washington Highway

Design Engineers and the Right of Way Field Supervisor are concerned regarding purchase of right of way in the State of Washington. I asked Mr. Leonard Lindas if we could legally negotiate for right of way in Washington. He said we could negotiate in the name of the State of Washington. Washington would have to pay for all right of way including the right of way agents' time.

However, Mr. Lindas discourages the State of Oregon from becoming involved. He said we should make every effort to have Washington purchase the right of way. ✓

KAC/bdr

cc: Frank Hall
Pat Schwartz
Verne Allen

co-cty

RECEIVED
COUNTY & CITY SECTION
MAR 15 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

cc: F. S. [illegible]
R. L. Schroeder
H. S. Coulter
F. L. Hall
L. E. [illegible]
W. E. Schwartz

MEMO TO FILES
March 5, 1973

Re: Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway #8 (ORE 11)
City of Milton-Freewater

Subject project is currently scheduled for August 30, 1973 construction, and in that regard, certain matters must be accomplished prior to that date; i.e., final plans, right-of-way acquisition, final environmental statement, etc.

On Monday, February 26, Mr. W. E. Schwartz and the writer met with the Milton-Freewater City Council and approximately 30 residents regarding the status of the subject project. The main concern evolved around the planned typical section, signalization, bicycle and pedestrian pathways, and right-of-way needed for construction of this project. The City was informed that State planned to construct the 4.8 mile section for approximately 3.7 million dollars, based on an 84-foot roadway, consisting of a 16-foot median, four 12-foot travel lanes, and 10-foot shoulder area. A 6-foot bikeway-pedestrian facility would be provided on both sides; the easterly side of the project through the business area; whereas, on the westerly side of the new facility, provisions would be made for a bikeway facility between the 3rd Street intersection and the north city limits. Northerly of the city limits to the Washington State Line a berm would be provided for future bikeway construction.

The concern of most of those in attendance was the right-of-way to be taken from their properties which we explained the majority taken would be by easements for construction purposes only. Signalization should be considered at the earliest possible time for determination of location, if needed, and a study of the 3rd Street-Main Street intersection should be reviewed as to the feasibility of design as indicated by current plans.

One other item of major concern appeared to be the possible use of retaining walls adjacent to the Union Pacific Undercrossing, thereby eliminating the need for the additional right-of-way as indicated on current plans.

It is apparently the wishes of the City Council and the adjacent property owners that State proceed immediately with the acquisition of easements and/or right-of-way.

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

OF HIGHWAYS
Administration Building
Washington 98504 (206) 753-5000
Department Of Highways

March 2, 1973

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Dear Mr. Johnson:

Thank you for your letter of January 25 identifying your plans to improve Oregon State Route 11 south of the state line, and offering alternatives for a transitional union with our SR 125. Our review of the alternatives concludes that Plan Number 1 would most satisfactorily provide the safety and operational characteristics desired by both of our organizations. As a result, we are prepared to commit the necessary funds to accomplish this construction concurrently with your construction.

We believe there would be benefits to this state, in terms of reduced unit prices from contract volume, to include the work within your contract and possibly this would benefit you in traffic control or contractors operations on the adjoining work. If such an arrangement is suitable, we would invite you to draft an agreement for our execution which would indicate that your forces would accomplish the design, right-of-way acquisition, and construction at our cost. If any of these activities such as right-of-way acquisitions would be awkward for you, we would be pleased to work toward some solution.

Please advise us of your opinion of this proposal at an early date so that we can meet your time schedule.

Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. Foster

By: W. M. FOSTER
Assistant Director for
Highway Development

RECEIVED
STATE HWY ENGR
MAR 6 '73
REFER TO
Hunt
FOR
Info ☐ Inves ☐ R/D ☑ D/R ☐ Sign ☐ Act ☐ File ☐

Cox: Agreement
Hall: Amend Plans
Boyd: R/W ?
Young: Info

GHA:fn
WMF

cc: Cooper
Gray
Bentley
Mattson
Job File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

FEB 6 1973

JAN

BRIDGES & STRUCTURES
TRAFFIC
ARCH., LOC. & P.
RIGHT OF WAY
ENGR. SERVICES
FILE

January 25, 1973

Mr. G. H. Andrews
Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Response for my Sig. p/o after Coord. with Dist.
WY

Dear Sir:

Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Attached are four sketches showing possible treatment of the northerly end of our proposed Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway. This is scheduled for construction late this summer.

We will be constructing an 84-foot wide curbed section consisting of four 12-foot traffic lanes, two 10-foot shoulders and a 16-foot painted median. This is depicted by Plan IV attached.

Obviously, we cannot build our four lanes to the Washington border and have them immediately reduce to a two-lane facility on your side of the state line. We have therefore prepared Plans I, II, and III which will provide a transition from our project to your facility.

Plan I attached provides our full section to the border with a transition on your facility. This will require construction work on your part amounting to about $12,000.

Plan II attached provides a reduction to one lane for through traffic northbound on our section and requires less construction on your part. Your portion is estimated to cost roughly $6,000.

Plan III provides even more reduction on our part so no construction is necessary on your facility.

In all cases, our full section will be constructed with reduction in width being handled by the use of paint or barricades. ✓

It would be appreciated if you would advise us which plan you prefer so we can adjust our plans accordingly and work out some agreement as to your construction timing if necessary. It appears that Plan I or II would best serve our mutual interest in that it would provide safer service to the state line road.

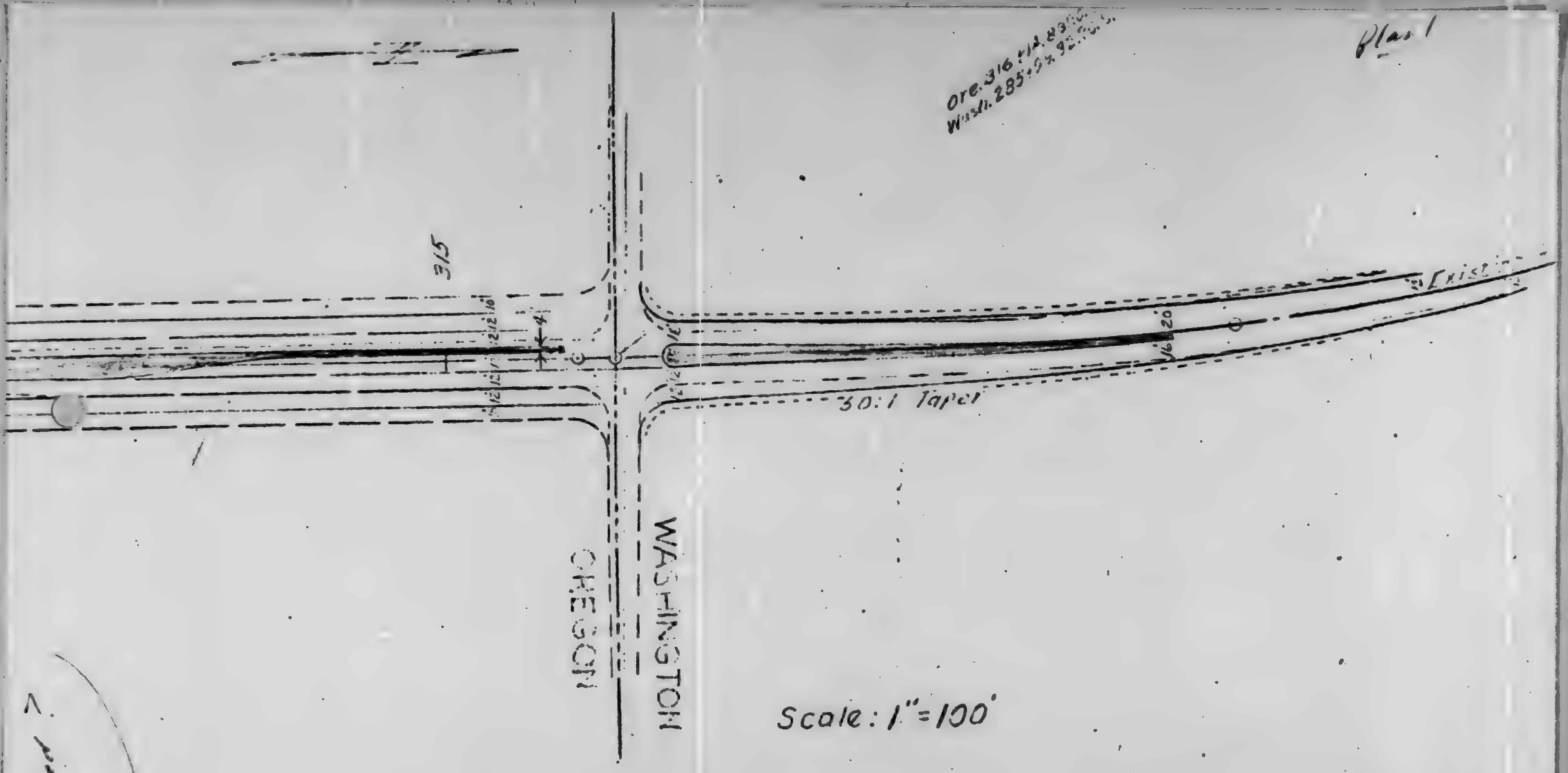
Very truly yours,

A E Johnson

A. E. Johnson
Deputy State Highway Engineer

Attachments

Plan 1



Ore. 316+12.83
Wash. 285+9
315
12 12 12 12 10
4
OREGON
WASHINGTON
30:1 Taper
16 20
Exist

Scale: 1" = 100'

2:1 slope contoured ?

STATE LINE CHANNELIZATION
MILTON-FREEWATER-WASH. STATE LINE SECT.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY JAN. 1973

7970

5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project F-170(-)
East Side Road Overcrossing
Bridge 6979A
Milton-Freewater - Washington
State Line Section

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Mr Hart submitted May 30 revised preliminary plans on the East Side Road overcrossing structure. The revision of structure type from a three-span continuous to the one-span cantilever because of slope change due to right of way restrictions is acceptable to us.

We will approve this type of construction but request that you study the cantilever extension length for it appears to be the upper limit desirable for this type of bridge. Moving the column up the slope (and thus reducing the cantilever length) would also remove an obstruction farther from the roadway section. It would appear to us that the safety plan of the East Side Road overcrossing structure should include the railroad structure. Perhaps it would be desirable to have an overall plan of these structures including the pier location to determine if it was desirable to include a GM rail section connecting and extending through the pier areas. Please include these thoughts in your analysis of this project.

We approve your submittal with the above considerations in mind.

For G. L. Green

RECEIVED
STATE HWY ENGR
JUN 12 '73
REFER TO
Hunter - FHA
FOR

Info	Inves	R/D	DIR	Sign	Act	File

NOTED
E. S. HUNTER

CC Hart

NOTED
A. E. JOHNSON

RECEIVED
JUN 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

75110

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter ✓
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
W. E. Schwartz
Gary Sund

June 6, 1973

City of Milton-Freewater
City Hall
Milton-Freewater, Oregon 97862

Attn: Mr. Steve L. Loveland
City Manager

Gentlemen:

Herewith for your consideration are four copies of a proposed agreement concerning construction of the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway, State Primary Highway No. 8, lying partially within the corporate limits of the City of Milton-Freewater.

This agreement provides for construction and maintenance of the entire project by the State. A frontage road and certain street connections will be constructed or reconstructed and, upon completion, jurisdiction will be transferred to City. The City is requested to concur in State's recommendation for closure of three streets, and to cooperate with State in the usual manner to effect the adjustment of any utility installations that may be in conflict. A traffic control signal will be installed at the intersection of 3rd and Main as a part of the project, and the City will be obligated to pay for the electrical energy consumed by the signal installation.

Please examine the provisions of the proposed agreement carefully and, if acceptable to you, present it to the City Council with your recommendation of approval. Request the Council to adopt a resolution authorizing the Mayor and Recorder to enter into the agreement. Forward three signed copies of the agreement and resolution to this office for presentation to the Highway Commission.

If questions arise or further information is required, please feel free to call us at 378-6514.

NOTED
E. S. HUNTER

Very truly yours,

H. S. Cox

H. S. Cox
County and City Engineer

RECEIVED
JUN 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MCH:ljt
Encl.

7970

5

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
W. E. Schwartz
Gary Sund

June 6, 1973

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

RECEIVED
STATE HWY ENGR
JUN 5 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Gentlemen:

Herewith for your consideration are four copies of a proposed Throughway Agreement concerning construction of the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway, State Primary Highway No. 8, lying within the boundaries of Umatilla County.

In general terms this agreement provides for State construction and maintenance of the project. Existing road connections will be reconstructed and, upon completion, any right-of-way acquired for this purpose will be transferred to County. The County is requested to concur in State's recommendation for temporary road closures during the period od construction, and to cooperate with State in the usual manner to effect the relocation or adjustment of any utility installations which may be in conflict.

Please examine the terms of the agreement carefully and, if found to be acceptable, sign three copies, have the County Clerk attest, affix the County Seal, and forward the three signed copies to this office for presentation to the Highway Commission.

If questions arise or further information is required, please feel free to call us at 378-6514.

Very truly yours,

NOTED
F. B. KLABOE

H. S. Cox
County and City Engineer

By

Mainor C. Holmes

Mainor C. Holmes
Office Engineer

MCH:ljt
Encl.

7970

8

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 31, 1973

SUBJECT:

Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

To:

J. H. Versteeg
Road Design Engineer

SALEM

Attention Frank Terpin

Regarding your letter of May 23, 1973 on subject project, you have my approval for constructing a chain link fence on the right-of-way line to the left of Stations 109 to 115 and 117 to 121+50. I would suggest that this fence be no more than four feet high.

I was in Milton-Freewater yesterday and discussed the closure time for the Eastside Overcrossing reconstruction with the Director of Public Works for the City. He, in turn, discussed closure times with the local manager of one of the canneries. I could get no clear-cut feeling for any period of time when the closure would be critical. There are many crops grown in the Eastside area, including peas, prunes, cherries, apples and small grains. These are harvested throughout the summer and up until December 1. There are at least two alternate routes for getting across the Walla Walla River and into the Eastside area. If our proposed detour presents any problems, one of the alternate routes could be used.

I would recommend that construction of the Eastside structure not be restricted to any period of time due to local harvests.

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachment

cc H. S. Cox w/attach
J. E. Chidsey "
E. Eriksen "

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
JUN 4 1973
ROAD
DESIGN
SECTION

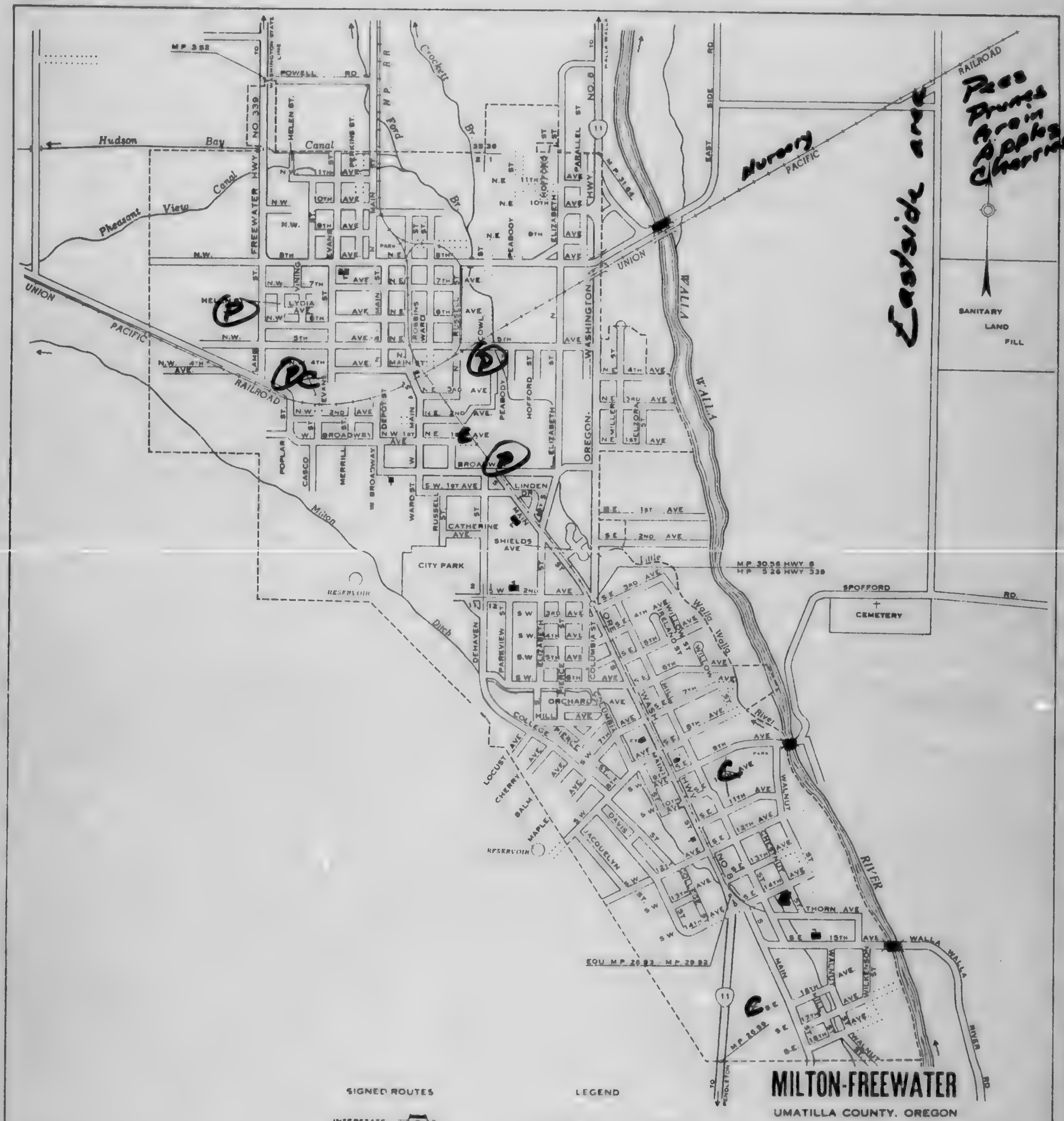
Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

REFERRED TO

Cole	Reed
X Eriksen E.E.	Sample
Hagar	Watson
Return ☒	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

(P) Packing plant
C Cannery
E elevator


Nursery
Eastside area
Pears
Prunes
Grain
Apples
Cherries
P
PC
P
P
C
C
Lambs in Weston
C
UNION PACIFIC RAILROAD
WALLA WALLA RIVER
Hudson Bay Canal
Pheasant View Canal
Milton Ditch
Little Walla Walla River
Crockett By
FREEWATER HWY NO 339
CITY PARK
CEMETERY
SANITARY LAND FILL
SPOFFORD RD
RESERVOIR
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
School
R R Depot
Public Bldg
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log

MILTON-FREEWATER
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,200
Scale in Feet
Revised April 1968

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 30, 1973

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County
East Side Road Undercrossing
Bridge 6979A

NOTED
E. S. HUNTER

Attached are two copies of preliminary drawing 29125 for the above subject bridge.

This submittal is a revision to the preliminary previously submitted to you on June 9, October 17, and December 5, 1972 and subsequently approved by you on December 11, 1972. (Your reference No. 10-35.6).

This structure has been revised from a 50-ft.-110-ft.-50-ft. 3-span RCBG to a 33-ft. cantilever-110-ft.-33-ft. cantilever RCBG to accommodate a change in cut slopes from 2:1 to 1 1/2:1. The revision in cut slopes was necessitated by right-of-way problems encountered during negotiations in the field.

It is estimated that this structure will cost $220,000.

We request your approval of our revised preliminary submittal for this structure. The anticipated bid opening date for this project is August 30, 1973.

DOC/ag
Attachs.
cc E. S. Hunter
J. H. Versteeg w/1 print
L. H. Young
V. E. Skoog

RECEIVED
MAY 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7970

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 30, 1973

Mr. George McRae
City of Milton-Freewater
City Hall
722 South Main
Milton-Freewater, OR 97862

Electric Distribution Facility Relocation
Milton-Freewater-Washington St. Line Sec.
Oregon-Washington Highway
Umatilla County

Dear Mr. McRae:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 25, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of May 30, 1973.

Please contact Mr. E. S. Thompson, Resident Engineer, 240 Gladys Avenue, Hermiston, OR 97838, telephone 567-5858, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 30, 1973, in the amount of $5,000, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: H. S. Coulter
G. L. Green
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz "
E. S. Thompson "
H. W. Oswald "
H. W. Gerlach " (2)

H. W. Gerlach Please Note: Please prepare and submit a State Force Order for this work. No F.A. participation.
Prefix: Will advise
Return one copy of Est. and sketch with SFO.

NOTED
H.S.COULTER

RECEIVED
MAY 31 1973
Office of
Assistant State Highway Engineer

7970

WASHINGTON STATE

HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

5

RECEIVED
STATE HWY ENGR
JUN 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

May 25, 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Attn: Mr. A. E. Johnson
Deputy State Highway Engineer

Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Dear Mr. Johnson:

Reference is made to your March 29 letter providing us with preliminary plans for highway modifications in the State of Washington in conjunction with your highway improvement to the south. Our review of these plans indicate that they are suitable for our purposes and no revisions are necessary.

Through conversations between Mr. Cooper of this office and Mr. Hunter of your office, it is understood that you will be providing additional material in response to our letter of March 2. We look forward to finalizing any agreement for completion of this work and will be pleased to provide any assistance or further coordination you desire to finalize the issues.

6-12-73
Design now working with Wash Spokane office [illegible] flowing OK. ESA

Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. Foster
By: W. M. FOSTER
Assistant Director for
Highway Development

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO
Hunter - Design
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Gray

NOTED
A. E. JOHNSON

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GHA:fn
WMF

cc: Cooper
Gray
Bentley
Mattson
Job File

John N. Rupp Chairman, Seattle — Harold Walsh, Everett — Baker Ferguson, Walla Walla — A.H. Parker, Bremerton — Lorna Ream, Spokane — Lorenz Goetz, Secretary

7970

8

Salem, Oregon

May 23, 1973

Mr. W. E. Schwartz, Region V Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

1 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 23 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

From Station 109 to 115 and Station 117 to 121+50 the typical section on the left side will utilize a retaining wall at walk level and 1 1/2:1 cut slopes, with the top of the slope approximately 3 feet from the existing right of way line. We believe this typical section warrants constructing a chain link fence on the right of way line and solicit your approval of this treatment.

We are working with the Bridge Section to develop a stage construction plan from Station 103 to Station 118 which involves building a new East Side Road overcrossing structure. When the overcrossing is closed, a detour crossing at 10th Avenue will be opened. Should we confine the closing of this overcrossing to a certain time, or is there sufficient harvest traffic to warrant keeping it in use during any particular period?

The staging of construction through this area is critical because it involves the construction of a new siphon at Station 112.

FE:jg
cc: H. S. Cox
J. E. Chidsey
F. Eriksen

7970

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 23, 1973

La Grande, Oregon

To:

Verne Allen
District R/W Supervisor

LA GRANDE

SUBJECT:

File No. 46543 - Lee
Milton-Freewater - Washington
State Line Section

Please cancel the above file. At this time I feel that we can accomplish the construction of the Little Walla Walla River bridge extension without this construction easement. I am not interested in any real estate trade which would involve the river bank.

Versteeg
A. Olson
I T Terpin
Scott
Swenson
R. Olson
Trout A

RECEIVED
MAY 30 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

Wendell E. Schwartz
Regional Engineer

WES:sh

cc John Oakes

RECEIVED
MAY 2 1973

RECEIVED
MAY 24 1973
Right of Way Office
La Grande

☐ Non-White

☐ Contract Purchaser ☐ Other________ File No. 46543

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name LEE

☒ Acquisition ☐ Relocation ☐ Other________ Section Milton Freewater-Wash State Line

Name ROSCOE LEE Address 24 Shields St., Milton Freewater, Oregon

Documents Delivered:	Date
Brochures, A & R	9/20/72
Letter, O-Benefit	9/20/72
Option	9/20/72
R Claim Forms	-None-

Area of Taking 100 S.F., T/W Amount Approved $ 50.00

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$50.00	N/A	N/A	9/26/72	9/26/72
2nd	1.00	N/A	N/A	3/22/73	3/22/73
3rd	50.00	N/A	N/A	5/9/73	5/9/73
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion	
4/12/73	Mr. Lee Frank King	Met with owners to inform him that the proposed settlement reached on 3/22/73 had been rejected at the Region level because of State need for full river bank control. Mr. Lee felt the proposed agreement he had signed gave necessary right of control to State and indicated he thought there must be some other reason the proposal had not been acceptable. I told him the reason I had cited was to the best of my knowledge, but that he could perhaps get a fuller explanation of reasons involved, and also what form of agreement might be acceptable by direct communication with the Region Engineer's office. Mr. Lee indicated he would write a letter to Region Office stating fully his reasons for wishing to make a trade for the part needed by the State. Told Mr. Lee I would contact him again when his letter had been received and considered by Region Engineer's office.
5/9/73	Mr. Lee Frank King	Contacted Mr. Lee following Region Engineer's letter of response to Mr. Lee's letter of inquiry. Mr. Lee stated that since the Region Office could not approve any trade of the river bank area and had indicated that construction could be accomplished if necessary without use of the Lee property, that this is what he would prefer. I repeated original offer of $50.00 for temporary easement area needed. Mr. Lee stated that he could not agree to this and repeated that if construction could be accomplished without his property that he wishes the file to be cancelled. Mr. Lee has been unyielding in negotiations with me and previous agents on the file as to no deal without the trade he requested. The Region Engineer's letter indicates construction can be done without the Lee property. I recommend the file be cancelled as Mr. Lee wishes.

FK/cre
5/10/73

By Franklin King
Use reverse side (tumblehead) Right of Way Agent

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White
☐ Other __________ File No. 46543
☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name LEE
☐ Acquisition ☐ Relocation ☐ Other __________ Section Milton Freewater-Washington State Line

Name [illegible]
Address [illegible]

Documents Delivered

	Date
Brochures, A & R	9/26/72
Letter, O-Benefit	9/26/72
Option	9/26/72
R Claim Forms	None

Area of Taking [illegible] Amount Approved $ 50.00

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$50.00	N/A	N/A	9/26/72	9/26/72
2nd	$ 1.00	N/A	N/A	3/22/73	3/22/73
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
3/22/73	Mr. & Mrs. Lee Frank King

Met with owner's at their residence in evening this date to discuss the acquisition. Reviewed proposal temporary easement and offer with them. Explained specific nature of the easement and termination conditions. Went over area involved with R/W map and construction plans.

Mr. Lee stated he felt offer fair enough for what was involved, however, they were more concerned with future erosion of their land by the river. He stated that they wanted to trade the easement area for the strip of Highway property between their land and the river, so that they could have some control of possible erosion. I told him that I thought he could place rip-rap where his property joined the river to stop bank erosion, without obtaining the strip of highway land. He stated again that they felt they needed the highway strip and did not want to deal on any other basis. I then agreed to recommend agreement on the basis of $1.00 consideration, State to trade the strip, subject sign and junkyard clause and any Federal non-discriminatory clauses that might apply, along with exception allowing State to maintain river channel and slopes over the area traded. They agreed to this and signed option and easement forms at this time. Copies of option and easement left with them.

WAY SECTION
RECEIVED
MAY 14 1973

By Franklin King
Right of Way Agent

Use reverse side (tumblehead)

E-708 7-19-71

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

April 20, 1973

Mr. Roscoe C. Lee
103 Main Street
Milton-Freewater, Oregon 97862

Dear Mr. Lee:

This will acknowledge your letter of April 17, 1973 in which you were critical of the right-of-way negotiations for a construction easement on your property.

The reason your offer was turned down was the same as I have previously explained to you on at least two different occasions. The State Highway Division acquired property along the westerly bank of the Little Walla Walla River approximately 40 years ago for the purpose of controlling any erosion caused by the construction of our bridge across the river. Our reasons for wanting to control the bank are the same today as they were 40 years ago. Now that we are about to extend and revise the outlet end of this bridge, it is especially important that we retain this control. I should think you would find it in your best interest that we did.

I cannot help but feel, from the tone of your letter, that you do not really understand just what we are trying to accomplish. There is a mess in the river and on the westerly bank which are the concrete remains of an old diversion dam. The vast majority of these remains are on our property and must be removed because they interfere with the bridge construction. A portion lies on the property of Safeway Stores. A smaller portion lies on the property of your neighbor, Mr. Trout. The smallest portion of all is contained within a 100 square foot area of your property. Our proposal is to go in and remove all of this debris because it is just as easy to remove it all as it is to remove a portion of it only. The appearance of all property involved would be better and therefore all should benefit.

RIGHT OF WAY SECTION
RECEIVED
MAY 14 1973

RECEIVED
APR 23 1973
Right of Way Office
La Grande

NOTED - VERNE ALLEN

Mr. Roscoe C. Lee

April 20, 1973

To do this work we are asking only for a construction easement to go on this 100 square foot parcel of your property to accomplish the removal. The property will at all times continue to be yours. All we will have is a right to do some work on your property. When the work is finished the easement will expire and all rights to this property will remain with you.

Our right-of-way negotiators are willing to offer you a fair price to do this work on your property. We will not entertain any counter offer which involves a land swap. We can accomplish our work without your cooperation and when the project is completed there will still be some concrete debris remaining on your property.

This whole proposition should provide a better looking roadside, which I am sure you are as interested in as we are. I hope you will reconsider the position you have taken and sign our option.

Sincerely,

Wendall E. Schwartz
Regional Engineer

WES:sh

cc J. B. Boyd
Verne Allen
E. S. Thompson

LEE'S PREST-O-CLEANERS
Professional Textile Maintenance
103 SOUTH MAIN STREET
MILTON-FREEWATER, OREGON 97862
Phone: 938-5331

COURTESY
RELIABILITY
SATISFACTION

☐ RE ☐ RCE ☐ R8E ☐ RME
☒ ROB APR 18 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

April.17,1973

Mr. Pat Schwartz
Regional Engineer
Oregon State Hyway Dept.
P.O.Box. 1249
Lagrand Oregon. 97850

Dear Mr. Schwartz;

I am somwhat supprised and dissapointed in the Hyway department that they turned down the agreement that was presented, and without at least presenting a reason for the turn down.

As I told Mr. King, I feel sure that I can probably go on using the state Hyways bank of the river as I have done for the past 18 years, I am sure they will not have use for part of it on my side of the river.

I also suggested that a further saving of money could be had if you traded me at least, part of the land on my side for the 100 sg feet you need, and then trade Mr Cliff Trout that 100 square feet after you are finished with it , for the use of his 350 sq. feet. This way you would save more of MY dollars of gas tax money.

I cannot see my way clear in any way to let you use the land you need for construction easment without a trade in land.

As I stated I would consider some less land than offered... But on the other hand.. I still have the recourse if you insist, of having a survey taken at my expense from other points .. Then the difference would have to be considered by a third survey by an impartial party chosen and paid for by both of us. I am certain I could gain some land.

Mrs. Stilman Dempsey has the original land deeds dateing back into the 1800 and it states that our property which I bought from them and they inherited from Her folks. This may become interesting.

I am willing to have clauses in this agreement but I would like to get it settled.

Sincerely
Roscoe C Lee
Roscoe C.Lee.

cy Vern Allen

[illegible]73

7770

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 23, 1973
Salem, OR 97310

To: FILES

SUBJECT: Irrigation Facilities
Milton Freewater-Washington St. Line Sec.
Oregon-Washington Highway
Umatilla County

1. Irrigation season for Little Walla Walla River: There is no set season for the Little Walla Walla. Flow must be maintained at all times on either the river or the Hudson Bay Canal/Ditch.

2. Irrigation season for Tumalum (Station 112): Low water period for the Tumalum Ditch is October 1 to March 1.

Jack M Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: Fred Erickson

Versteeg
A. Olson
I Terpin T
Scott
Copy Swenson
R. Olson
Trout T

RECEIVED
MAY 23 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up __/__/__
Other

REFERRED TO
Cole
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Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

7770

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE May ~~18~~ 22, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer
L. E. George

SUBJECT Milton-Freewater - Washington State Line Sec.
Oregon-Washington Highway

When the subject project was being worked up, we recommended against signalizing the intersection of 3rd and Main. The local people and the Regional Office, however, felt that signalization was in order. This prompted us to obtain traffic counts and conduct a thorough investigation.

Attached is a copy of our investigation which recommends that signalization at this intersection be incorporated into the currently planned construction improvements. Signalization of this intersection would require that the three minor streets intersecting in the vicinity be closed and that S.E. 3rd Street be restricted to right-turn movements both entering and exiting. To signalize this intersection, it is estimated to cost in the vicinity of $30,000.

If you approve of signalizing this intersection, we will proceed with the plans and have the County-City Section include this item in their agreement with the City.

RECEIVED
MAY 2[illegible] 1973
ROAD DESIGN SECTION

1 Versteeg V
2 A. Olson ACO
3 Tepper T
Scott
Swanson
R. Olsen
Frost 4

RDT:pb

Attachment

cc: W. E. Schwartz

RECEIVED
MAY [illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO

Cole
Reed Bud
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Sample
Hagar
Watson
Return ☒
Forward ☐
Discuss ☐
File ☒

BY FINAL DESIGN ENGINEER

5-22-73
OK to include in project
E.S.H.

cc Cox - Als see if city will agree to closures.

cc Versteeg.

7970

5

MAY 18 1973

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
% Pacific Power & Light Company
216 West Main Street
Medford, Oregon 97501

Dear Glenn:

Attached is a suggested reply to Mr. Richard Jackson's April 30 letter regarding right-of-way negotiations.

If any further information is needed, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

Attachment

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. E. Schwartz--Please contact Mr. Richard Jackson and explain the Highway Division's needs.

kw

SUGGESTED REPLY FOR MR. JACKSON'S CONSIDERATION

MAY 18 1973

Mr. Richard A. Jackson
Rt. 1, Box 179
Milton-Freewater, Oregon 97862

Dear Mr. Jackson:

Apparently my letter of April 26 and the attached sketch map did not adequately explain our right-of-way need as it pertains to your property.

It would appear that the easiest manner in which to clarify this situation would be to ask our Regional Engineer, Mr. W. E. Schwartz, to contact you personally to discuss the matter. He will be doing this in the very near future.

I apologize for any confusion my earlier correspondence caused you.

ESH:jf kw

file

Route 3 Box 56
Milton-Freewater, OR 97862
April 30, 1973

Mr. Glenn L. Jackson
Chairman
State Highway Commission
c/o Pacific Power and Light Co.
Medford, Oregon 97501

Dear Mr. Jackson:

In your recent letter of April 26, 1973, you stated that you were advised that Mr. Don Harwell of your County-City Section and Mr. Wendell Schwartz, your Regional Engineer at LaGrande have met with us. I don't know where you are getting your information, but these men have not met with us at all. The only man that has been to see us was Mr. Bill Lovelace, the right-of-way agent, who met with us just shortly before I last wrote you.

We have not agreed to sell any part of our land at any price to anybody. They have put out new surveyor markings along the highway, but they have not put any new stakes on ours showing the ten feet width you mentioned. Does this mean you only plan to take your ten feet right-of-way, or ten feet more than your ten feet right-of-way?

I would appreciate any help you can give us in clearing up this matter.

Sincerely yours,

Richard A. Jackson

RECEIVED
STATE HWY ENGR
MAY 7 '73
REFER TO
[illegible]
FOR

RECEIVED
MAY 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

April 26, 1973

Mr. Richard A. Jackson
Route 1, Box 179
Milton-Freewater, Oregon 97862

Dear Mr. Jackson:

Upon receipt of your letter, I asked the staff to look into the items you called to my attention concerning the acquisition of your property for improvement of the Oregon-Washington Highway.

I am advised that Mr. Don Harwell of our County-City Section and Mr. Wendell Schwartz, our Regional Engineer at LaGrande, have met with you to discuss the amount of your property needed. I understand that you would be agreeable to a reduction in the taking from a strip 35 feet in width to a strip 10 feet in width. Enclosed is a sketch map which shows the original taking proposed by an orange line and the revised taking shown shaded in red. This is the minimum taking with which we can complete the necessary construction.

Your suggestion of constructing retaining walls was considered; however, the cost of the retaining wall exceeded the fair value of the parcel of land involved in the revised taking.

I am sorry you did not receive notice of the hearing as it was placed in the Milton-Freewater Valley Herald and the Pendleton-East Oregonian on January 22 and January 29, 1970. I apologize for any inconvenience you may have been caused and appreciate the time you have taken to discuss the matter with Mr. Harwell and Mr. Schwartz.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
STATE HWY ENGR
AUG 15 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 24, 1973

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Glenn:

Enclosed is a suggested reply to Richard A. Jackson of Milton-Freewater who wrote to you concerning the acquisition of a portion of his property for the widening of the Oregon-Washington Highway.

I believe the draft is self-explanatory but if you wish anything further, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

Enclosure

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
Frank Hall
Don Harwell
W. E. Schwartz

ESH:jf fn

SUGGESTED REPLY FOR MR. JACKSON'S CONSIDERATION

Mr. Richard A. Jackson
Rt. 1, Box 179
Milton-Freewater, Oregon 97862

Dear Mr. Jackson:

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I am advised that Mr. Don Harwell of our County-City Section and Mr. Wendell Schwartz, our Regional Engineer at La Grande, have met with you to discuss the amount of your property needed. I understand that you would be agreeable to a reduction in the taking from a strip 35 feet in width to a strip 10 feet in width. Enclosed is a sketch map which shows the original taking proposed by an orange line and the revised taking shown shaded in red. This is the minimum taking with which we can complete the necessary construction.

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ESH:jf kw

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 13, 1973

SUBJECT:

To: Mr. E. S. Hunter
Assistant State Highway Engineer

On March 6, 1973, Pat Schwartz and Don Harwell met with approximately 30 interested citizens in Milton-Freewater re the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway.

Mr. Richard Jackson was among those present. His concern was the acquisition of 35 feet of additional right of way across his property (see attached map). Design has reduced this to a 10-foot additional. Don Harwell, who visited with Mr. Jackson, says this should remove most of his objections.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

Attachments

VDW:mc

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*82478-734

RECEIVED
STATE HWY ENGR
MAR 2 0 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	DIR	Sign	[illegible]	File
		✓				

Mail to Geo Baldwin

Route 1 Box 179
Milton-Freewater, OR
March 15, 1973

Geo will you give me an answer for this
GJ

Mr. Glenn L. Jackson
Chairman of State Highway Commission
% Pacific Power & Light
Medford, Oregon 97501

Dear Mr. Jackson:

I'm writing this letter in regard to the widening of the highway through Milton-Freewater. We live up on the Eastside of the overpass.

At the first meeting in Milton-Freewater, your men showed my wife that you were not going past your 10 feet right of way. The next thing we knew, your surveyors were going through our orchard driving stakes all through it. They never did come see us or say a thing to us. Then, an assessor out of Pendleton calls and comes to assess our property.

You want 35 feet beyond your right of way. It will take 1/3 of our place. It will just ruin our property. We won't be able to even afford to keep the rest of the orchard. The acreage you want has our top red delicious apples on it that are just beginning to bear. We got $6.00 a box for them. We will lose about 62 trees by your taking 35 feet past your right of way. You've got 10 feet of right of way on each side of the road. Those people on the other side of the road knew when they built those houses that the state had a 10 feet right of way; but you want to take it all off our side of the road. Then, I understand you want to slope the sides. If you would put up a verticle concrete wall, you wouldn't need all that land. In the long run, it would be cheaper. Otherwise, you will have the upkeep of sloping sides, unless you want to let it go to weeds like it is now.

One state highway man at the city council meeting said they needed that much property for the turnouts. The one by the end island has not had a left turn from either direction since the new highway was built before 1950--why now? They can turn left a block south of the overpass before the island, that goes straight into town. Coming from the north, they can turn at the same place.

A. Olson ____
[illegible] ____
Scott ____
Swanson ____
R. Olson ____
Trout ____ ✓

RECEIVED
MAR 23 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

The property owners along the highway didn't have any vote in the matter of widening the road. They city council is the only one that had any say in the matter. None of the members of the council have any thing to lose. That's what I call "Real justice".

I wanted you to know how we feel and maybe take some of our suggestions and use them. I think it is a waste of tax payers' money. You should by-pass Milton-Freewater altogether to solve the traffic problem. If there was a freeway by-pass, we wouldn't have the traffic problem we now have; through traffic would go around. You now plan to run four lanes into two which would compound the matter, because we already have a bottleneck where the highway enters Main Street.

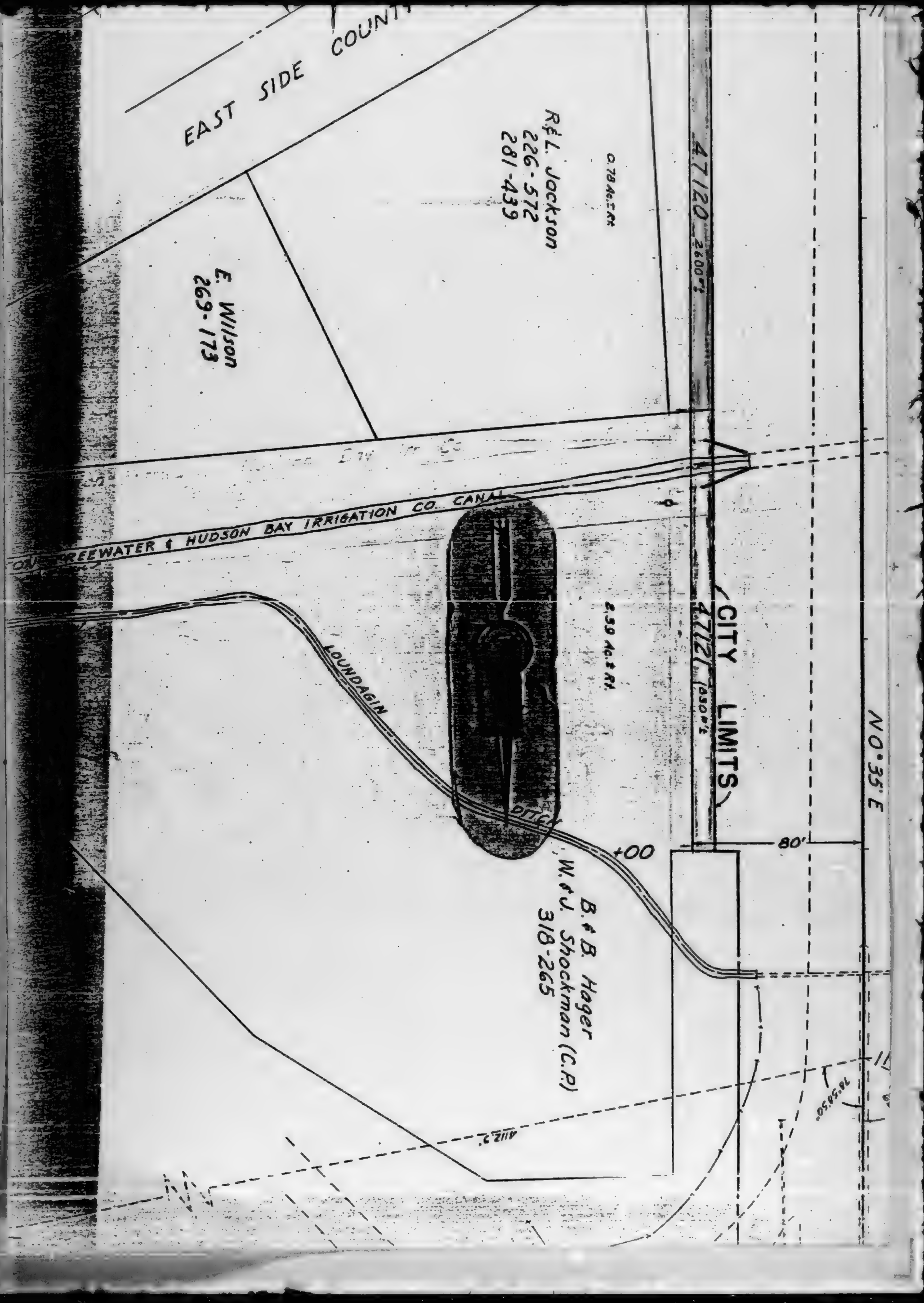
Yours truly,

Richard A. Jackson

Richard A. Jackson

High accident record
Rd needs improving according to
our studies. [illegible] matter of
economics. Future by-pass may be

RECEIVED
MAR 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


EAST SIDE COUNT
R&L Jackson
226-572
281-439
0.78 Ac.±Rt.
47120 2600±
E. Wilson
269-173
REEWATER & HUDSON BAY IRRIGATION CO. CANAL
LOUNDAGIN DITCH
2.59 Ac.±Rt.
CITY LIMITS
47121 1050±
N0°35'E
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B.&B. Hager
W.&J. Shockman (C.P.)
318-265
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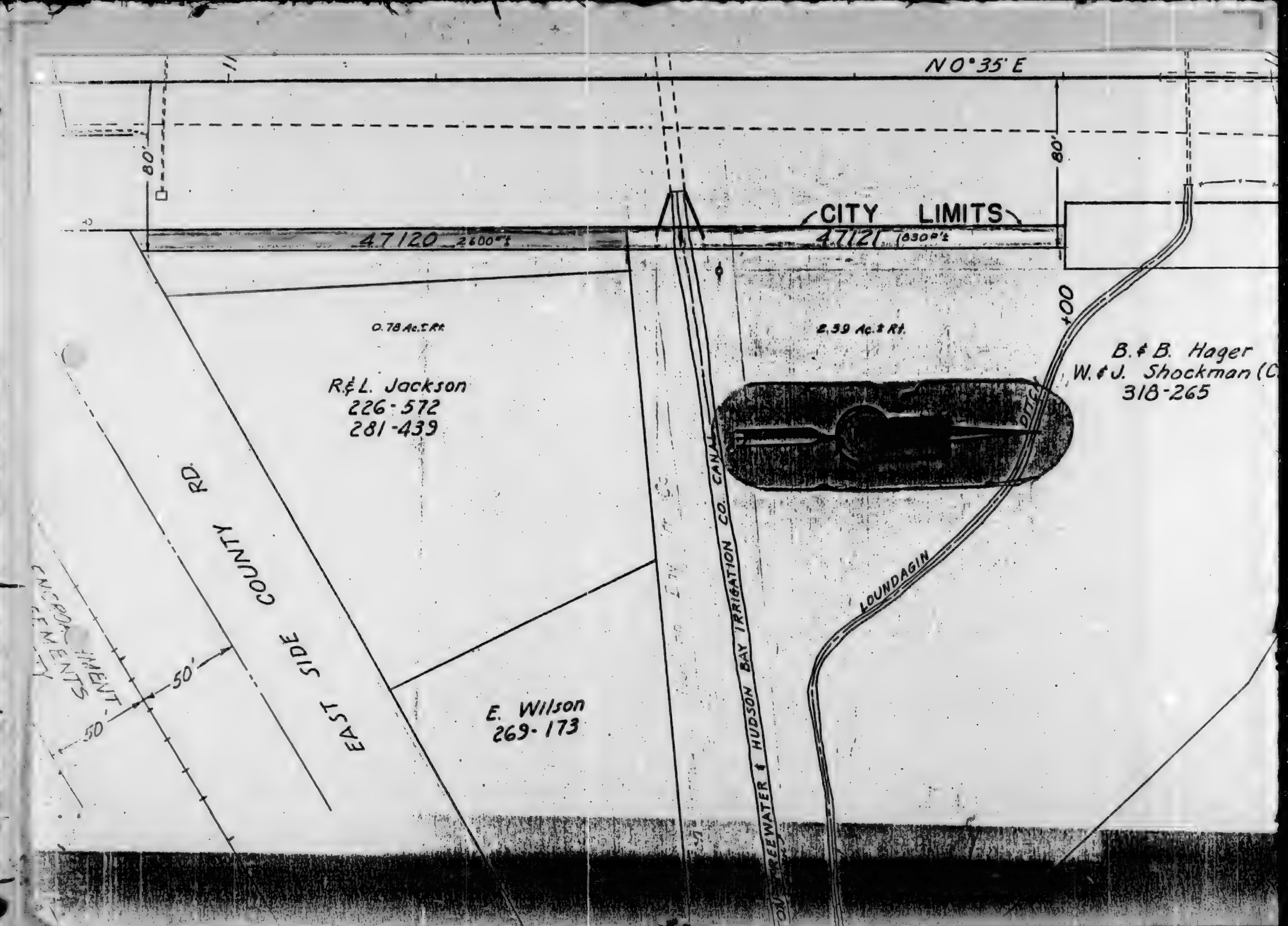
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FREEWATER & HUDSON BAY IRRIGATION CO. CANAL
LOUNDAGIN DITCH
+00
B.&B. Hager
W.&J. Shockman (C
318-265

7970

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE May 18, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George L E George
Traffic Engineer

SUBJECT Milton-Freewater - Washington State Line Sec.
Oregon-Washington Highway

When the subject project was being worked up, we recommended against signalizing the intersection of 3rd and Main. The local people and the Regional Office, however, felt that signalization was in order. This prompted us to obtain traffic counts and conduct a thorough investigation.

Attached is a copy of our investigation which recommends that signalization at this intersection be incorporated into the currently planned construction improvements. Signalization of this intersection would require that the three minor streets intersecting in the vicinity be closed and that S.E. 3rd Street be restricted to right-turn movements both entering and exiting. To signalize this intersection, it is estimated to cost in the vicinity of $30,000.

If you approve of signalizing this intersection, we will proceed with the plans and have the County-City Section include this item in their agreement with the City.

RDT:pb

Attachment

cc: W. E. Schwartz

5-22-73
Bud OK to include in project
E.S.H.
cc Cox - Also see if city will agree to closures.
cc Versteeg.

RECEIVED
MAY 2 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-22-73
original to Bud George

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
May 1973

TRAFFIC SIGNAL WARRANT INVESTIGATION

Milton-Freewater - 3rd & Main Street
Hwy. # 8 - M.P. 30.56 -- Hwy. #339 - M.P. 5.26

Recommendation:

It is recommended that signalization on this interchange be incorporated into the currently planned construction improvements. The minor streets should be closed to traffic except S.E. 3rd Street should be restricted to right turn movements both entering and exiting. The island and crosswalk should be modified as shown on the attached sketch.

Historical Background:

This investigation and report is in response to a request dated April 2, 1973, from W. E. Schwartz, Region V Engineer.

Investigation:

Date of Count 1/	Total Entering Volume 1/	Cross Volume 1/	Pedestrians Crossing Hwy. 1/
Apr. 9-10,'73	11,810	2,636	159
Apr. 23-24,'73	11,904	2,731	2/

1/ 16-hour Volume.
2/ Not Taken.

Total Accidents 1/	Injured	Killed	Preventable Accidents 2/
19	4	0	1

1/ 1-1-65 to 12-31-72
2/ Accidents which might have been prevented by traffic signals; period from 1-1-72 to 12-31-72.

The intersection of the Oregon-Washington Highway, No. 8, with the junction of the Freewater Highway, No. 339, is basically a three-leg intersection with four minor street approaches. SW 2nd Avenue and SW 3rd Avenue approach from the west onto Main Street and Columbia Street approaches the intersection of SW 2nd Avenue with Main Street. SE 3rd Avenue approaches from the east onto the Oregon-Washington Highway.

Parallel parking is permitted on all areas except for the immediate approach legs to the north on the Oregon-Washington Highway.

Approach	Approach Width	1972 ADT	Approach Peak Hr. VPH	MPH Posted Speed
North	30'	4000	340	25 1/
Northwest	33'	3400	260	25 Stat.
South	33'	6000	583	25 1/
SW 2nd	20'	350	42	25 Stat.
SW 3rd	18'	110	13	25 Stat.
SE 3rd	18'	175	18	25 Stat.
SW Columbia	16'	150	20	25 Stat.

1/ 20 MPH during school crossing hours.

During the period from 1-1-65 to 12-31-72, there were 19 reported accidents involving four injuries. Of these reported accidents three were of a type that might have been prevented by signals.

Based upon 16-hour manual traffic counts taken on April 9 and 10, and April 23 and 24, 1973, (Mondays and Tuesdays) traffic signal warrant comparisons were met conforming with practices recommended in the National Manual on Uniform Traffic Control Devices. It appears that the warrant for minimum vehicular volume is met for eight hours per day. In addition, the systems warrant is met and this is the intersection of two State Highways.

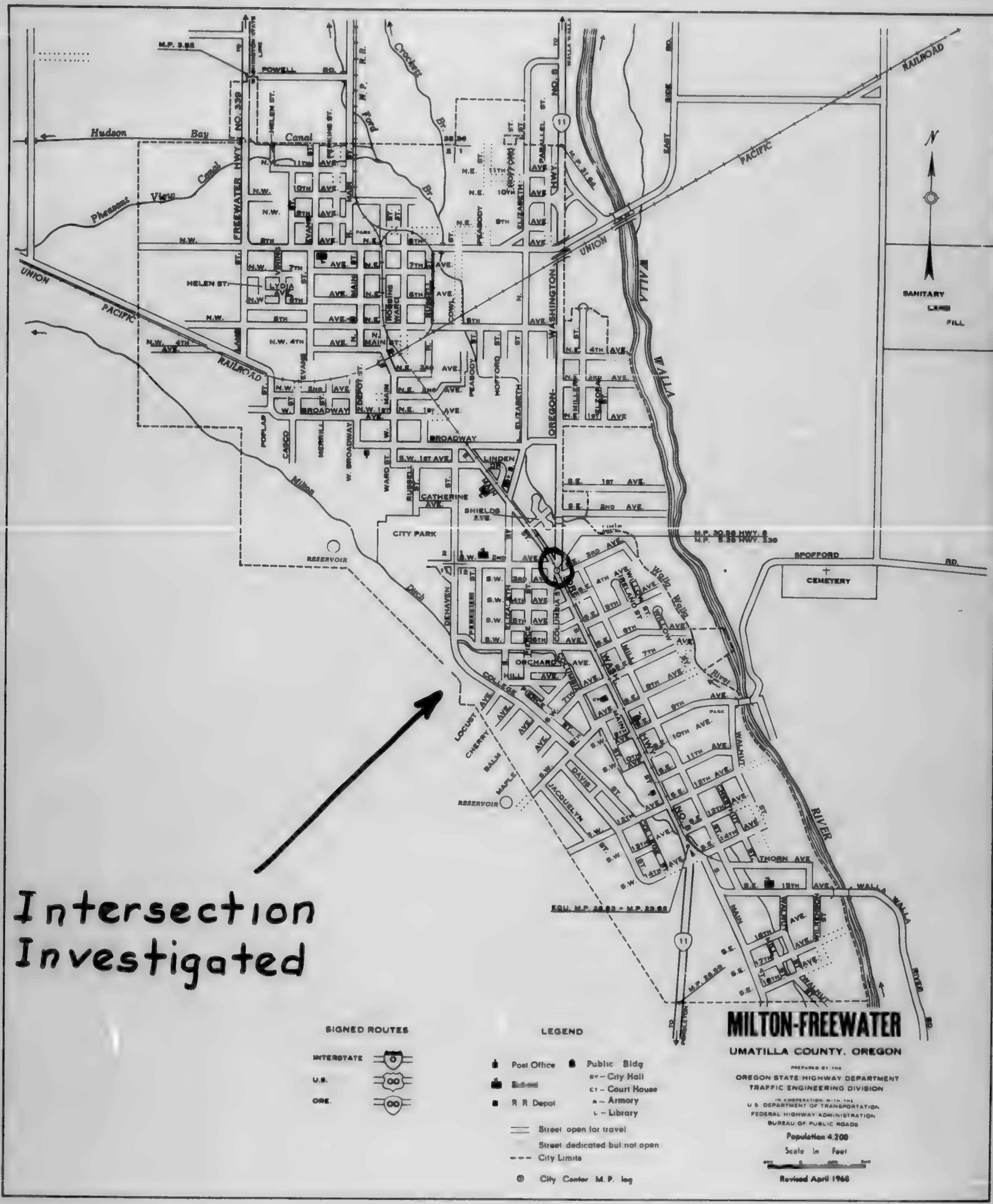
If this intersection is signalized, it will be necessary to interconnect it with the railroad running down the center of South Main Street to provide No Left Turn indications to traffic on Main Street and red signal indications to traffic approaching from the north approach of the Oregon-Washington Highway.

An alternate plan could be an agreement with the railroad stipulating that trains will obey the traffic signal. Inasmuch as there have been no accidents recorded at this intersection during the period from 1-1-61 to the present, and there are only two switching movements per day consisting of seven cars at 12 MPH, it would appear that the reasonable solution would be to have the switch engines obey the traffic signal. Under this procedure, the train engineer would know the length of the signal cycle and could plan his approach to coincide with a green indication. For the seven-car movement at 12 MPH, the train would only occupy the intersection for 17 seconds.

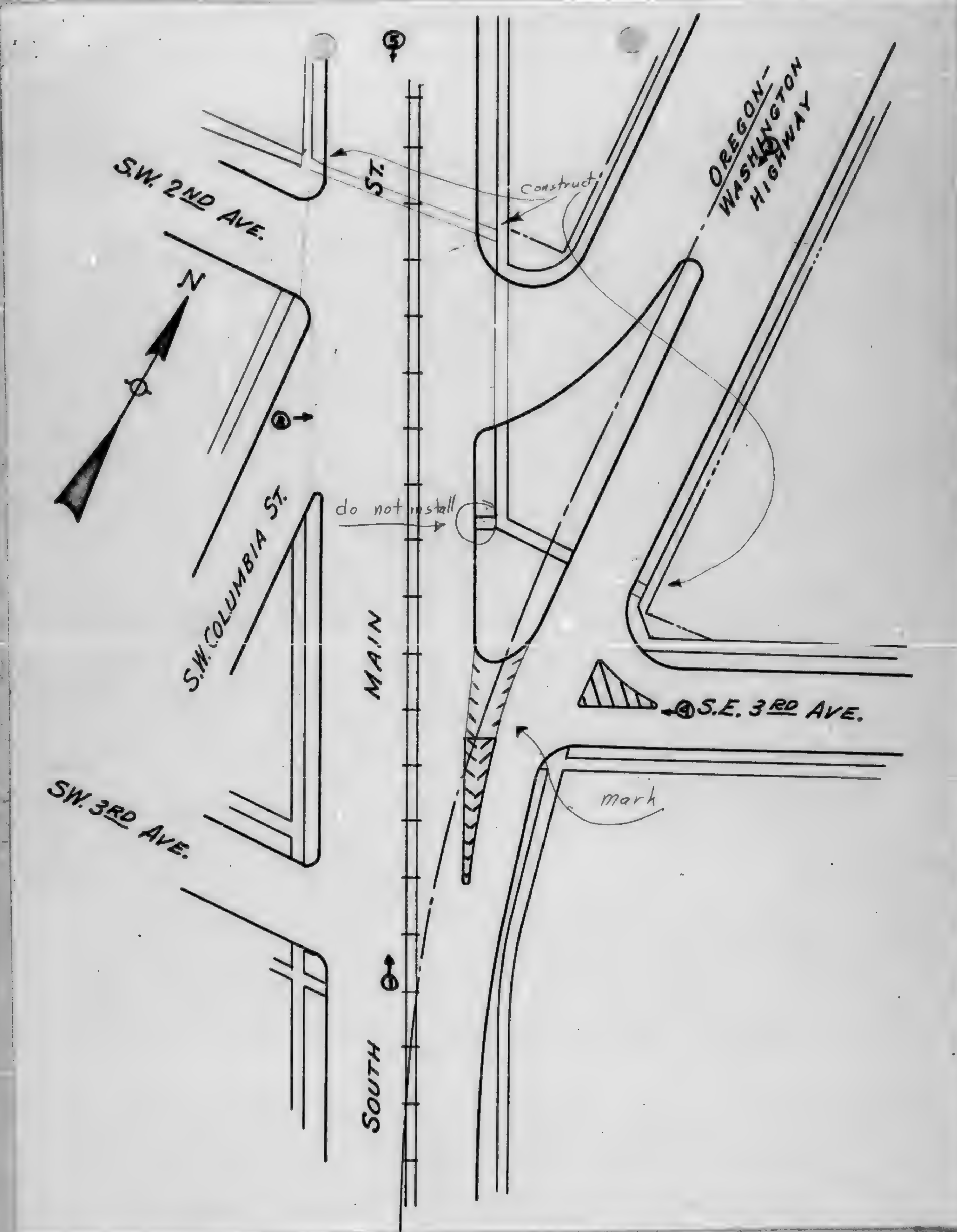
Of the four minor streets entering this intersection, it is recommended that the streets on the westerly side of Main Street be closed. S.E. 3rd Avenue should be restricted to right turn exiting and entering.

There is an existing school crossing on the Oregon-Washington Highway and school children currently use the school crossing across S. Main Street. Signalized control of the school crossing movement across Main Street should be incorporated into the signal layout.

DRW:njc
5-10-73


MILTON-FREEWATER
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,200
Scale in Feet
Revised April 1968
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log
N
UNION PACIFIC RAILROAD
Hudson Bay Canal
Pleasant View Canal
Milton Ditch
WALLA WALLA RIVER
FREEWATER HWY NO. 339
OREGON-WASHINGTON HWY NO. 8
BROADWAY
CITY PARK
RESERVOIR
CEMETERY
SPOFFORD RD.
SANITARY LAND FILL
POWELL RD.
CATHERINE AVE.
SHIELDS AVE.
ORCHARD AVE.
COLLEGE AVE.
THORN AVE.
M.P. 30.52 HWY. 8
M.P. 5.26 HWY. 339
EQU. M.P. 28.83 = M.P. 29.68
M.P. 3.85
TO PENDLETON
TO WALLA WALLA

Intersection
Investigated


③
S.W. 2ND AVE.
ST.
construct
OREGON-
WASHINGTON
HIGHWAY
N
②
S.W. COLUMBIA ST.
do not install
MAIN
④ S.E. 3RD AVE.
mark
S.W. 3RD AVE.
①
SOUTH

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
3rd & Main
Milton-Freewater
Hwy. 8 M.P. 30.56 & Hwy. 339 M.P. 5.26

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) ***	440	595	438	500	542	503	527	404
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	151	233	200	195	233	217	241	174
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	0	2	8	20	8	7	4

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		8
2. Interruption of Continuous Traffic:			
Major Street	525		3
Minor Street	53		0
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		7
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		1	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		828	
Minimum Warrant		800	

Date of Traffic Count Apr. 9&10, 1973

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
_X_ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** Northbound Hwy. 8 traffic has free right turn and not used in approach volume.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Milton-Freewater
3rd & Main
Hwy 8 M.P.30.56 & Hwy 339 M.P.5.26

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) ***	395	565	383	414	620	622	485	365
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	166	193	215	178	235	260	218	146
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	--	--	--	--	--	--	--	--

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		8
2. Interruption of Continuous Traffic:			
Major Street	525		3
Minor Street	53		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		-
Pedestrian Volume	105		-
4. Accident Experience:			
Preventable Accidents (last 12 months)		1	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		882	
Minimum Warrant		800	

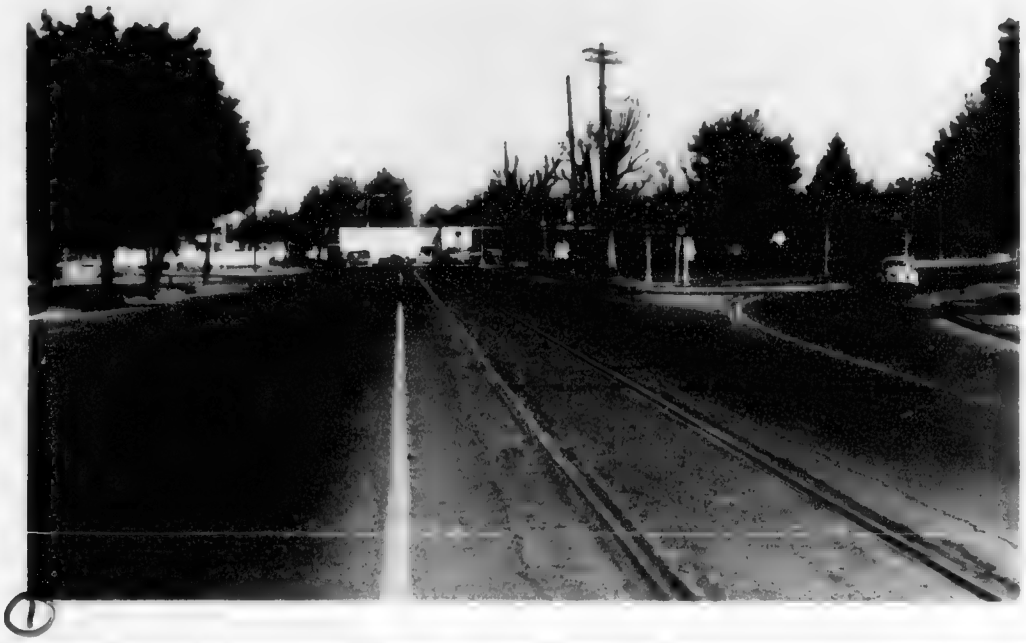
Date of Traffic Count April 23 & 24, 1973

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** Northbound Hwy 8 traffic has free right turn and not used in approach volume.



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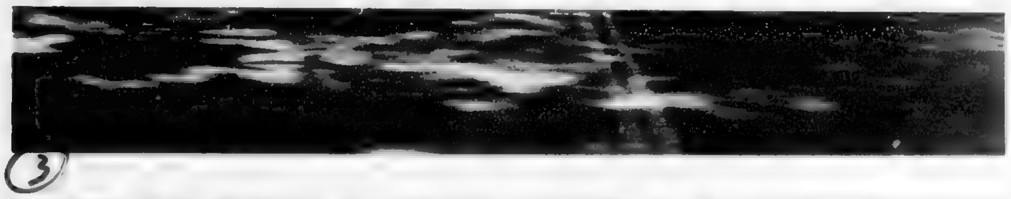

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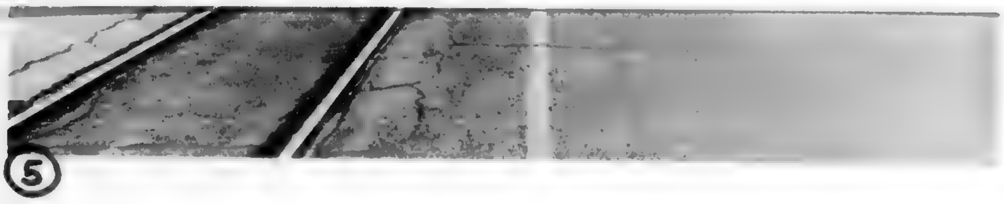

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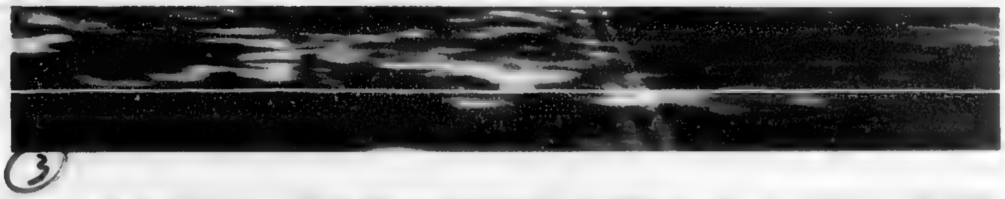
TYPICAL VIEWS
Milton - Freewater
Hwy. 339 @ Hwy. 8
May 2, 1973

1. Looking northwest from S.E. 3rd Avenue.
2. Looking northeast from southwest of the junction.
3. Looking south from 200 feet north of the junction.
4. Looking southwest from S.E. 3rd Avenue.
5. Looking southeast from 200 feet northwest of the junction.

②



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TYPICAL VIEWS
Milton - Freewater
Hwy. 339 @ Hwy. 8
May 2, 1973

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2. Looking northeast from southwest of the junction.
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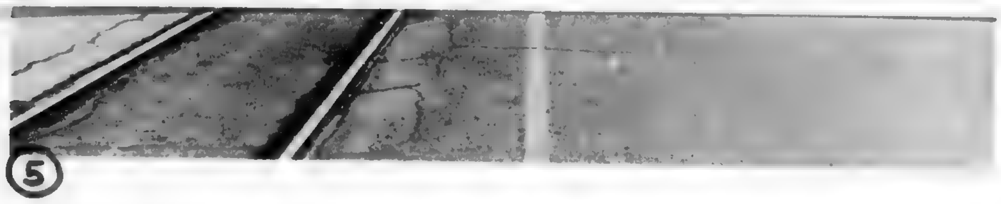
③

④



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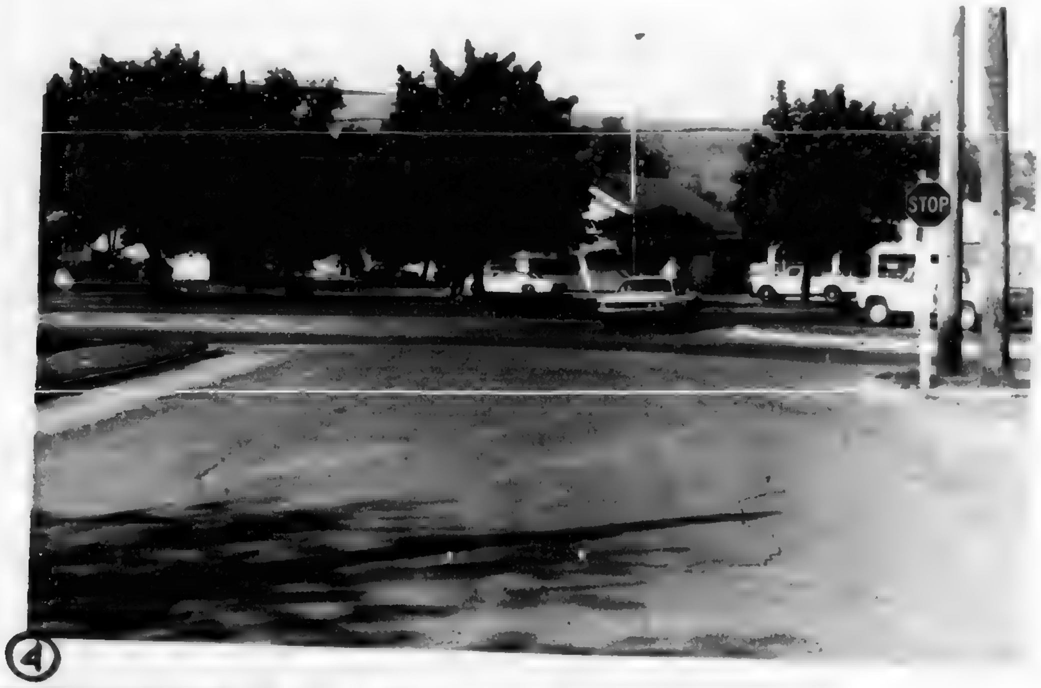
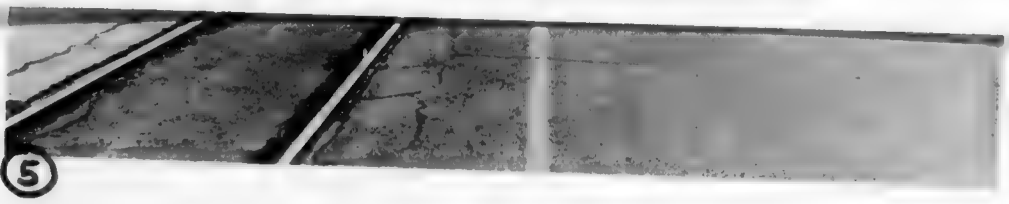
TYPICAL VIEWS
Milton - Freewater
Hwy. 339 @ Hwy. 8
May 2, 1973

1. Looking northwest from S.E. 3rd Avenue.
2. Looking northeast from southwest of the junction.
3. Looking south from 200 feet north of the junction.
4. Looking southwest from S.E. 3rd Avenue.
5. Looking southeast from 200 feet northwest of the junction.



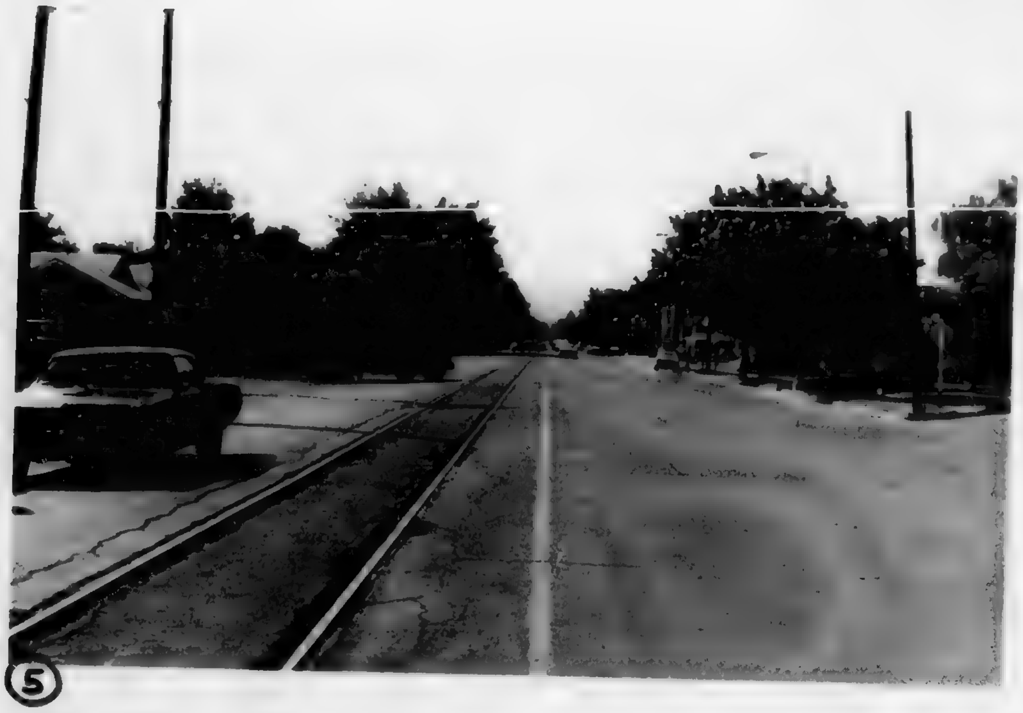
④



⑤

TYPICAL VIEWS
Milton - Freewater
Hwy. 339 @ Hwy. 8
May 2, 1973

1. Looking northwest from S.E. 3rd Avenue.
2. Looking northeast from southwest of the junction.
3. Looking south from 200 feet north of the junction.
4. Looking southwest from S.E. 3rd Avenue.
5. Looking southeast from 200 feet northwest of the junction.



⑤

TYPICAL VIEWS
Milton - Freewater
Hwy. 339 @ Hwy. 8
May 2, 1973

1. Looking northwest from S.E. 3rd Avenue.
2. Looking northeast from southwest of the junction.
3. Looking south from 200 feet north of the junction.
4. Looking southwest from S.E. 3rd Avenue.
5. Looking southeast from 200 feet northwest of the junction.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 9-10 1973

DAY OF WEEK Monday Tuesday

ACTUAL COUNT (VEH) 16 HRS.

HOURS COUNTED 6AM to 10PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6AM to 10PM

WEATHER Cloudy

CITY OF Milton Freewater

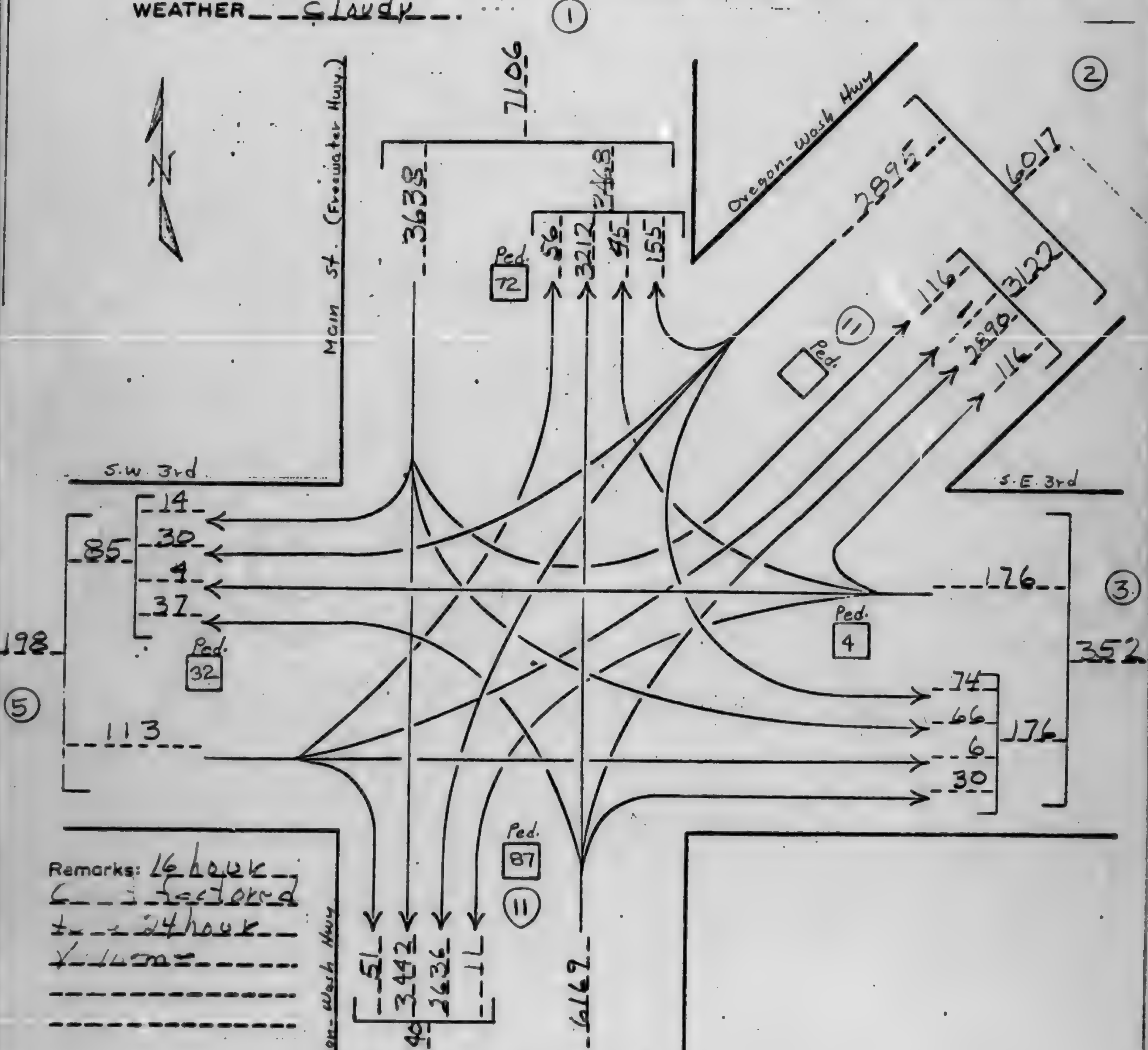
INTERSECTION OF Main, 3rd

AND Ore-Wash Hwy 8

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles


①
②
③
④
⑤
N
Main St. (Freewater Hwy)
Oregon-Wash Hwy
Oregon-Wash Hwy
S.W. 3rd
S.E. 3rd
7106
3638
3468
56
3212
45
155
Ped. 72
2895
6017
3122
116
2890
116
Ped. ⑪
176
352
74
66
6
30
176
Ped. 4
14
30
4
37
85
198
113
Ped. 32
Ped. 87
⑪
51
3442
2636
11
6140
6167
12307

Remarks: 16 hour counts factored to 24 hour volume

City or County Milton Freewater

Intersection Main - 3rd street

& Ore - Wash Hwy #8

Mile Post

Classification

ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
North	**East**	**West**	**South**	**North** School	**North** Other	**East** School	**East** Other	**West** School	**West** Other	**South** School	**South** Other
										2	
				3				3		4	2
				19		1		16		11	2
								1		3	1
						2				2	
								1	1		
									1	1	1
				8		–		2		7	1
				16	1					19	1
				14	2			4	1	8	
				3		1				5	2
				4	1			–		4	
								2		3	
										6	
				1						1	
				68	4	4		29	3	77	10

ated by

ted by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Apr. 9, 10 1973
of week Monday-Tuesday
rs counted 6AM to 10PM
ther cloudy

Classification All Vehicles

City of Milton-Freewater
Intersection Main 3rd-Oro-Wash Hwy #8
Station number
Code number

SUMMARY BY MOVEMENTS																				ENTERING VOLUMES BY LEGS				
1-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL	1	2	3	4	5
1	43	–	2	–	71	–	–	–	–	–	33	78	1	–	–	No Traffic	–	2	234	47	73	–	112	2
2	128	1	4	3	109	2	3	4	–	1	95	135	1	–	3		–	2	496	135	118	7	231	[illegible]
4	195	1	10	–	139	2	3	6	–	–	230	133	2	1	1		1	2	738	209	151	8	366	4
2	158	–	5	4	166	–	3	7	–	1	181	150	3	–	2		–	2	644	166	175	11	284	8
3	150	1	1	3	152	–	1	3	–	–	169	176	2	4	4		–	2	675	158	156	4	351	6
–	165	3	5	2	163	1	3	7	–	–	169	205	1	2	10		–	3	746	175	171	10	377	12
–	214	–	11	6	214	2	–	2	–	–	263	181	–	4	3		–	3	1017	328	233	2	448	6
3	229	3	13	2	180	–	3	10	3	–	197	206	3	2	3		–	5	871	231	200	16	405	8
5	235	–	14	7	171	3	7	8	–	–	246	199	2	5	4		–	4	919	249	195	13	452	8
11	262	–	20	2	211	–	6	6	1	–	256	225	1	3	6		1	5	1026	283	233	13	425	12
5	251	–	9	7	197	4	5	10	3	–	238	221	4	1	1		–	4	965	264	217	18	464	5
12	277	–	13	12	213	3	1	16	–	1	223	248	6	4	5		–	2	1041	300	241	18	481	7
3	202	1	15	6	144	1	2	10	–	1	186	208	–	4	3		–	1	803	214	174	12	378	4
4	182	–	8	2	109	1	3	8	1	–	179	157	1	1	3		1	3	615	137	121	12	208	7
2	170	2	1	4	85	–	2	3	–	–	165	90	–	1	3		1	2	558	[illegible]	90	7	256	6
–	148	1	5	6	73	–	1	3	2	–	141	65	–	2	–		1	–	453	154	84	6	208	1
66	3442	14	155	74	2636	30	45	116	11	4	3212	2810	30	37	56	–	6	51	12971	3638	2895	176	[illegible]	113
60	3129	13	141	67	2317	27	47	105	10	4	2921	2627	27	34	51	–	5	46	11810	3307	2632	160	[illegible]	102

St. is North and South

St. is East and West

Form E-46-2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 9, 10 1973
Day of week Monday- Tuesday
Hours counted 6AM to 10PM
Weather cloudy

Classification All Vehicles

City of Milton-Freewa
Intersection Main-3rd-Cr.-Wa
Station number
Code number

	TIME	1-2	1-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL	ENTERI 1
A. M.	6:00- 7:00	3	1	43	–	2	–	71	–	–	–	–	–	33	78	1	–	–		–	2	234	47
	7:00- 8:00	4	2	128	1	4	3	109	2	3	4	–	1	95	135	1	–	3		–	2	496	135
	8:00- 9:00	9	4	195	1	18	–	139	2	2	6	–	–	230	133	2	1	1		1	2	738	209
	9:00-10:00	6	2	158	–	5	4	166	–	3	7	–	1	181	150	3	–	2	No Traffic	–	2	644	166
	10:00-11:00	4	3	150	1	1	3	152	–	1	3	–	–	169	176	2	4	4		–	2	675	158
	11:00-12:00	7	–	165	3	5	2	163	1	3	7	–	–	169	205	1	2	10		–	3	746	175
P. M.	12:00- 1:00	14	–	314	–	11	6	214	2	–	2	–	–	263	181	–	4	3		–	3	1017	328
	1:00- 2:00	4	3	229	3	13	2	180	–	3	10	3	–	197	206	3	2	3		–	5	871	231
	2:00- 3:00	9	5	235	–	14	7	171	3	7	8	–	–	246	199	2	5	4		–	4	919	249
	3:00- 4:00	10	11	262	–	20	2	211	–	6	6	1	–	256	225	1	3	6		1	5	1026	283
	4:00- 5:00	5	5	251	–	9	7	197	4	5	10	3	–	238	221	4	1	1		–	4	968	[illegible]
	5:00- 6:00	11	12	277	–	13	12	213	3	1	16	–	1	223	248	2	4	5		–	2	1041	300
	6:00- 7:00	8	3	202	1	15	6	144	1	2	10	–	1	186	208	–	4	3		–	2	803	214
	7:00- 8:00	7	4	182	–	8	3	109	1	3	8	1	–	179	107	1	1	3		–	1	615	[illegible]
	8:00- 9:00	5	2	170	2	7	4	85	–	3	5	–	–	165	90	–	1	3		1	3	558	[illegible]
	9:00-10:00	5	–	148	1	5	6	73	–	1	3	2	–	141	65	–	2	–		1	–	453	154
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total		116	66	3442	14	155	74	2536	30	43	116	11	4	3212	2810	30	37	56	–	6	51	12971	3638
16-Hour total		105	60	3129	13	141	67	2317	27	47	105	10	4	2971	2627	27	34	51	–	5	46	11810	3307
__-Hour total																							
Control . . .																							
Factor . . .																							

________ St. is North and South

________ St. is East and West

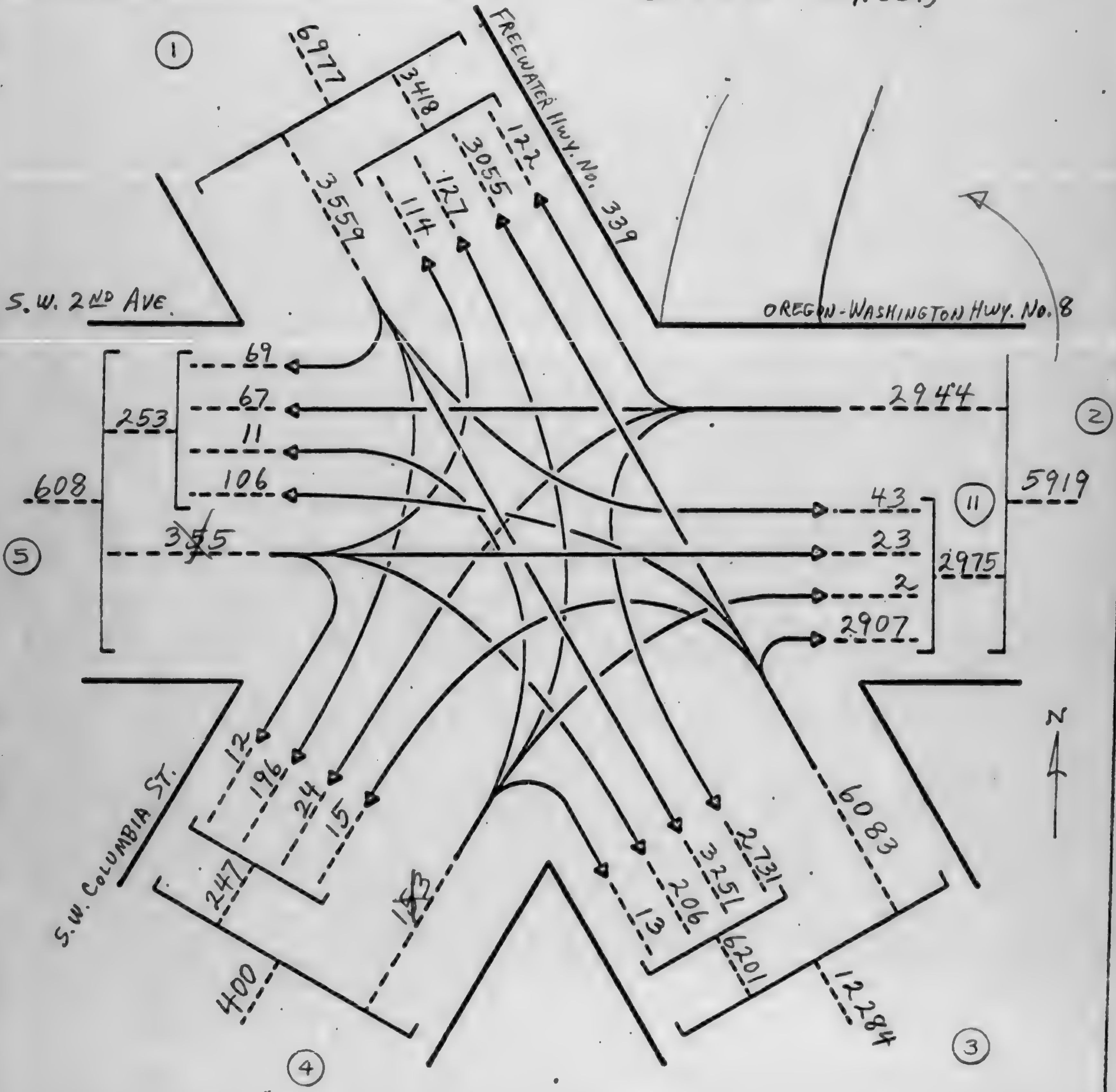
STATE PRINTING DEPT.

EGON STATE HIGHWAY DIVISIO
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 23 & 24, 1973
DAY OF WEEK Mon. & Tue.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A.M. - 10:00 P.M.
PEDESTRIAN COUNT .... HRS.
HOURS COUNTED ....
WEATHER Clear - Cloudy

CITY OR COUNTY Milton-Freewater
INTERSECTION OF Hwy. 8, Hwy. 339, S.W. 2nd Ave. & S.W. Columbia St.
MILE POST 30.56 (Hwy. 8)
CLASSIFICATION All Vehicles
(M.P. 5.26 - Hwy. 339)



①
6977
3418
3559
122
3055
127
114
Freewater Hwy. No. 339
S.W. 2nd Ave.
Oregon-Washington Hwy. No. 8
69
67
11
106
253
608
355
⑤
2944
②
5919
43
23
2
2907
2975
11
12
196
24
15
247
400
153
S.W. Columbia St.
④
13
206
3251
2731
6201
6083
12284
③
N

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

4-23824-73
eek [illegible] & TUES.
unt [illegible] .M. - 10:00 PM
CLOUDY

Classification ALL VEHICLES

City of MILTON - FREEWATER
Intersection HWY. 8, HWY 339, S.W. 2ND & S.W. COLUMBIA.
Station number
Code number

SUMMARY BY MOVEMENTS																				ENTERING VOLUMES BY LEGS				
2	3	6	1	5	6	7	2	5	8	9	3	6	8	10	4	7	9	10						
-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL	1	2	3	4	5
56	1		1	78		1	41	90			1				2	2	2		276	58	80	131	1	6
3[illegible]	5	2	3	144		4	102	151	1	6	5				3	3	6	1	568	139	151	260	5	13
81	12		4	144	3	2	193	149	1	12	7		1	1	11	3	10		738	197	153	355	9	24
104	1		6	146	1	5	137	152		3	11			1	1		8	1	583	111	158	292	12	10
136	15	7	18	151	3	2	167	159		7	5	1	1	1	6		9	3	692	159	174	333	8	[illegible]
194	11	5	8	153	3	2	174	169	2	6	6		1		6	1	5		749	213	166	351	7	12
284	21	8	11	176	2	4	237	223	5	6	9		3	2	7		13		1015	317	193	471	14	20
193	13	4	10	200	3	2	164	168		6	9	1		1	5	3	16		801	213	215	338	11	27
203	14	6	6	169	1	3	185	205		2	9				10		15	1	832	227	178	392	9	26
212	18	6	11	216	1	7	271	242	2	7	18		2		14		26	2	1159	340	235	522	20	42
[illegible]	15	2	8	247	2	3	291	283		9	9		1		6		26	1	1199	313	260	583	10	33
[illegible]	[illegible]	6	4	202	3	9	197	218		15	8		1	3	10		9		944	265	218	430	12	19
67	11	5	11	161		8	171	166	1	7	7			1	7	7	20	1	754	186	180	345	8	35
99	8	4	6	136		4	207	126	1	5	5				6		13	1	723	213	146	339	5	20
39	9	6	3	88		3	127	68	1	2	4		1		5	1	3		460	154	94	198	5	9
19	6	2	1	73		2	113	74		3	2		1		5	1	6		411	130	76	190	3	12
51	196	69	122	2731	24	67	3055	2907	15	106	127	2	13	11	114	23	206	12	13094	3559	2944	6083	153	355
55	1[illegible]8	63	111	2483	22	61	2777	2643	14	96	115	2	12	10	104	21	187	11	11904	3235	2677	5530	139	323

RE. WASH. HWY. #8 St. is North and South
ND AVE. St. is East and West

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date 4-23 & 24-73
Day of week [illegible] & TUES.
Hours counted A.M. - 10:00 PM
Weather CLOUDY

Classification ALL VEHICLES

City of MILTON - FREEWATER
Intersection Hwy. 8, HWY 339 S.W. 2ND &
Station number
Code number

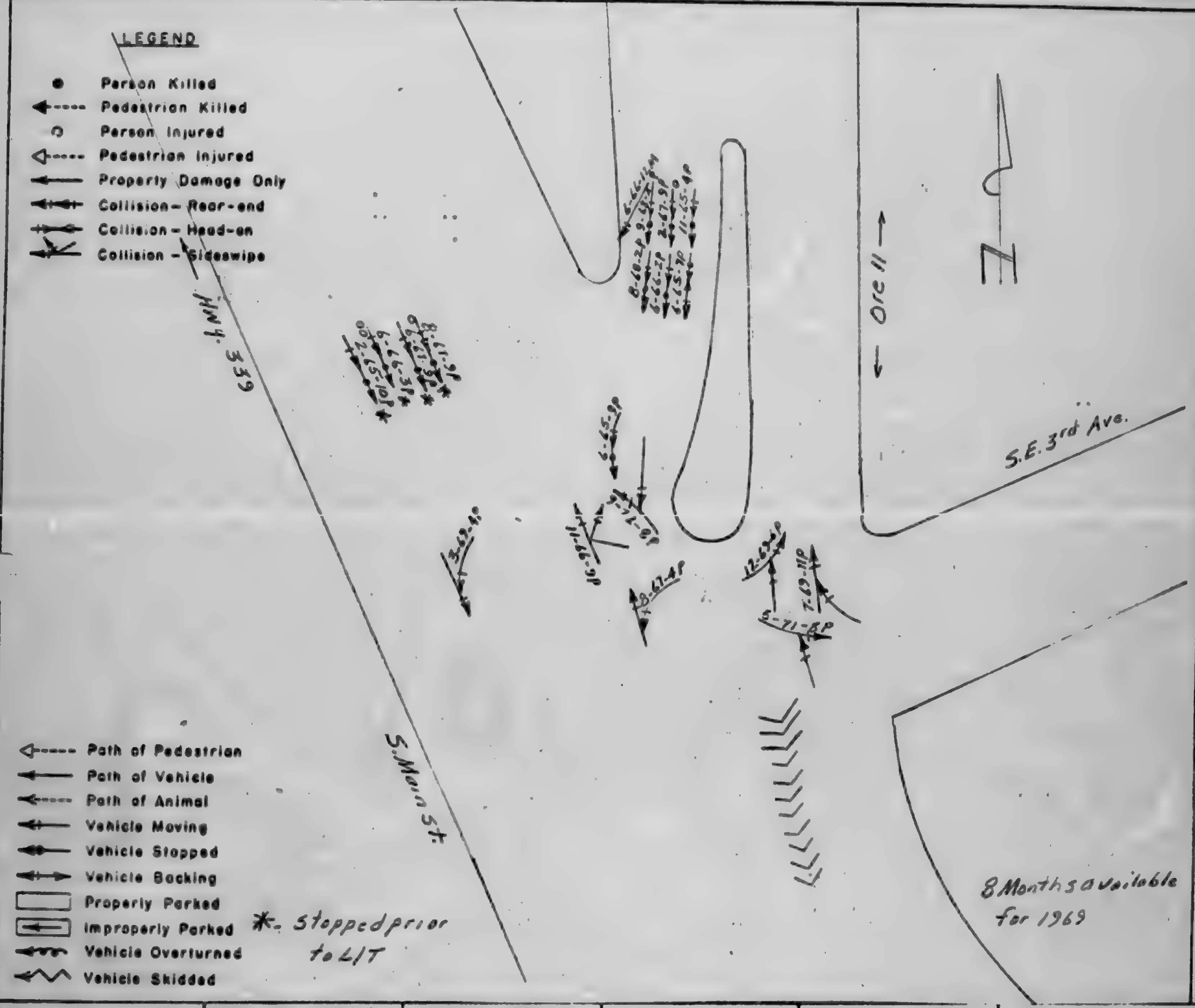
	TIME	SUMMARY BY MOVEMENTS																					ENTERING V	
		1	2	3	4	1	5	6	7	2	5	8	9	3	6	8	10	4	7	9	10			
		1-2	1-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL	1	2
A.M.	6:00- 7:00	1	56	1		1	78		1	41	90			1				2	2	2		276	58	80
	7:00- 8:00		132	5	2	3	144		4	102	151	1	6	5				3	3	6	1	568	139	151
	8:00- 9:00	4	181	12		4	144	3	2	193	149	1	12	7		1	1	11	3	10		738	197	153
	9:00-10:00	1	109	1		6	146	1	5	137	152		3	11			1	1		8	1	583	111	158
	10:00-11:00	1	136	15	7	18	151	3	2	167	159		7	5	1	1	1	6		9	3	692	159	174
	11:00-12:00	3	194	11	5	8	153	3	2	174	169	2	6	6		1		6	1	5		749	213	166
P.M.	12:00- 1:00	4	284	21	8	11	176	2	4	237	223	5	6	9		3	2	7		13		1015	317	193
	1:00- 2:00	3	193	13	4	10	200	3	2	164	168		6	9	1		1	5	3	16		801	213	215
	2:00- 3:00	4	203	14	6	6	168	1	3	185	205		2	9				10		15	1	832	227	178
	3:00- 4:00	4	312	18	6	11	216	1	7	271	242	2	7	18		2		14		26	2	1159	340	235
	4:00- 5:00	2	[illegible]	15	2	8	247	2	3	291	283		9	9		1		6		26	1	1199	313	260
	5:00- 6:00	1	[illegible]	[illegible]	6	4	202	3	9	197	218		15	8		1	3	10		9		944	265	218
	6:00- 7:00	3	167	11	5	11	161		8	171	166	1	7	7			1	7	7	20	1	754	186	180
	7:00- 8:00	2	199	8	4	6	136		4	207	126	1	5	5				6		13	1	723	213	146
	8:00- 9:00		139	9	6	3	88		3	127	68	1	2	4		1		5	1	3		460	154	94
	9:00-10:00	3	119	6	2	1	73	-	2	113	74		3	2		1		5	1	6		411	130	76
	10:00-11:00																							
	11:00-12:00																							
A.M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total		43	3251	196	69	122	2731	24	67	3055	2907	15	106	127	2	13	11	114	23	206	12	13094	3559	2944
16-Hour total		39	2955	178	63	111	2483	22	61	2777	2643	14	96	115	2	12	10	104	21	187	11	11904	3235	2677
-Hour total																								
Control																								
Factor																								

ORE.-WASH HWY. # 8 St. is North and South
S.W. 2ND AVE. St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of *Milton-Freewater* County *Umatilla*
Intersection of *S. Main St.* and *S.E. 3rd Ave.*
Highway Number *8 (Ore 11)* and *339* *M.P. 30.56*
Period Covered *1-1-65* to *12-31-72*
Compiled by *Bc* *2a* Drawn by ______ Date *9-6-73*


LEGEND
● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
◄—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Hwy. 339
S. Main St.
Ore 11
N
S.E. 3rd Ave.
6-66-11AM
8-68-2P
9-68-7P
6-66-2P
2-67-9P
6-65-9P
11-65-4P
8-67-9P
6-67-3P
6-66-3P
2-00
2-65-10P
6-65-9P
3-69-4P
10-71-6P
10-69-11P
8-67-4P
12-69-3P
7-69-11P
5-71-6P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

**- Stopped prior to L/T*

8 Months available for 1969

Collision Type	*1965 - 1966*				*1967 - 1968*				*1969 - 1970*				*1971 - 1972*				*Total*			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	4	5		2	3	5										3	7	10
Sideswipe			1	1															1	1
Turning Movement							1	1			3	3			2	2			6	6
Parking																				
Non-collision																				
Fixed Object			1	1															1	1
Pedestrian																				
Backing			1	1															1	1
Misc																				
TOTAL		1	7	8		2	4	6			3	3			2	2		3	16	19

Form E-261-6-70

REPORT OF PERSONAL INTERVIEW

2970 ☐ Non-White SUPPLEMENTAL..... 8

☑ Legal Owner ☐ Contr[illegible] Purchaser ☒ Other/Excess irrigation water use, File No. 46556

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name ROLOFF

☒ Acquisition ☐ Relocation ☐ Other______ Section Milton Freewater-Wash State Line

Name Walter Roloff Address Rt. 4, Box 234, Locust Rd., Milton Freewater Oregon 97862

Documents Delivered:	Date
Brochures, A & R	N/A
Letter, O-Benefit	N/A
Option	5/10/73
R Claim Forms	N/A

Area of Taking Rel of Interests Amount Approved $______

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$10.00	N/A	N/A	4/10/73	4/10/73
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
4/10/73	Mr. & Mrs. Roloff Frank King

Met with Mr. and Mrs. Roloff to discuss excess road drainage water now entering Loundagin Ditch at the Northwest corner of Stephens property at Slaughter County Road. I informed Roloff's that the drain system allowing Stephens and subsequently themselves use of road drainage water via conduit beneath the highway at Engineer's Station 129+- would not be re-established when section was reconstructed. Mr. Roloff stated that he knew there was no legal rights involved as far as either Stephens or himself were concerned, and was not upset at the idea. He indicated that he was glad for the use of the water when available, but that it was not essential to him. We then looked over the water involved on the ground and Mr. Roloff showed me a drain system at Cobb Road, about which he was quite concerned. (See note at end of this report...)

I explained to Roloff's that since they had had use of the water per a trough, through informal agreement, the State would want a release of any interests they might claim. I then gave them the Release Agreement and made offer of $10.00 for their release of interest. They agreed and signed the release at this time. A copy of the release was left with them. I told them that Salem Office might have to change wording and that a more formal instrument covering the agreement might require their signature later.

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A. Olson__
Terpin__ ✓
Scott__
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R. Olson__
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FK/cre
5/15/73

By Franklin King
Right of Way Agent

Use reverse side (tumblehead)

E-708 7-19-71

NOTE....

Mr. Roloff stated that the conduit crossing the highway at 148+30 was vital to his use of Loundagin Ditch irrigation water, and that he was extremely concerned that it be re-established. The Loundagin Ditch ends on Mr. Roloff's property about a mile West of the highway on Locust Road. At the end point the water is spread through earth ditches made at and during the irrigation season serving a large acreage of Roloff orchards. He said that the conduit is most necessary during the winter to divert water away from his orchard to get the water East of the highway where it can seep to the river. He stated there is a considerable winter drainage through the ditch that would be detrimental to his orchard at the end of the ditch if allowed to just run out as would be the case if conduit not re-established. The conduit also serves as a diversion of ditch water when he must re-ditch the orchards during the irrigation season. Apparently the earth ditches through the orchards choke up with weeds in mid season. His practice is to then divert the water to the river long enough to harrow in the weed choked ditches and build new ones.

The need for the conduit at 148+30 is most serious in Mr. Roloff's mind. I told him that I did not know the engineering details of what was ultimately to be done at the Cobb Road Intersection, but that he could contact the Regional Engineer's office in La Grande for the latest information. Mr. Roloff has some other questions concerning irrigation and strongly feels he needs some answers. I gave him Mr. Schwartz' name as the best source to contact at the Region Office.

RIGHT OF WAY SECTION
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FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 14, 1973

SUBJECT:

Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

To:

J. H. Versteeg
Road Design Engineer

SALEM

Attention Frank Terpin

Attached are two reports on a spring that exists near Station 102 on subject project. These reports were gathered in response to a request from Vic Wolfe that we furnish this information. A copy of his letter is also attached.

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachments

cc V. D. Wolfe
E. S. Thompson
Vern Moore

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FORM E-30-X 12-67

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☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Hermiston, Oregon
May 10, 1973

SUBJECT: Milton - Freewater - Washington State Line
Oregon - Washington Highway
Umatilla County

To:

Mr. W. E. Schwartz
Regional Engineer
La Grande, Oregon

I have spent several days making a thorough investigation of the water running in the easterly ditch of the roadbed near the underpass.

The water rises out of the ground from a spring or springs near station 102+75. This was varified by local people of long standing. They say it runs the year around. The water runs northerly in the ditch to Sta. 127 where an 18" culvert takes part of it to the river. This culvert has a gate valve on it but doesn't appear to be used. The rest of the water is carried northerly in an 8" iron pipe that is welded into an 18" CMP crossing the roadbed at Sta. 128+96. The water then moves along the west ditch where it enters the property of Glen Stevens at Sta. 131+07.

Mr. Stevens has used this water for irrigation purposes for 25 years and wants very much to continue to do so. He wants all the water if he can get it.

The preliminary plan drains the project from the beginning to Sta. 131+07 through a series of manholes joined by sewer pipe ranging in size from 12" to 27" but provides no means for getting the spring water into the drainage system. The manhole drain at Sta. 112+30 is a 27". I propose instead to begin the 27" drain on manhole Sta. 109+75. I recommend an 18" perforated pipe to carry the spring water to this manhole.

Enclosed herewith is a sketch of my proposal.

Encl:

E. S. Thompson

E S Thompson

Resident Engineer

FORM E-30 (REV. 10-69)

☒ RE ☐ RCE ☐ RSE ☐ RME
☒ ROE MAY 3 1973 ☐
☐ RDE RECEIVED ☐
REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 2, 1973

SUBJECT: Milton-Washington State
Line Section
Oregon-Washington Highway

To: W. E. Schwartz
Regional Engineer

LAGRANDE

In answer to some of the questions in Mr. V. D. Wolfe's letter of April 16, 1973.

The flow of the spring at Station 105 was measured April 23, 1973 by Steve Isitt, Assistant Watermaster. He used a Pygmy Flowmeter. Flow on this date was 0.54 cubic feet per second, or approximately 250 GPM. The flow seems to be greatly influenced by the irrigation siphons nearby and irrigation of the adjacent properties.

In an attempt to see if the spring is influenced by high water table, a test hole 8 1/2 feet deep was dug right of Station 116 on wide right of way. The hole was dry. The bottom of the hole was approximately 9 feet lower than the present highway grade at the railroad structure.

The concrete box at Station 108+50 housed an irrigation pump at one time. There is nothing in the box now.

Vernal Moore

Vernal Moore
Regional Geologist

VM:je

7972 8

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1973

SUBJECT: Milton-Washington State Line Section
Oregon-Washington Highway
Umatilla County

To:

Mr. W. E. Schwartz
Region 5 Engineer
LaGrande, Oregon

It has been indicated that there is a spring of substantial size in the vicinity of Station 102. In order to provide for the flow in the construction plan, it is necessary that we know where it is, the amount of flow, and whether there are water rights established for its use.

There is a sump or pump or other installation in or adjacent to the west abutment of the railroad structure. Determination of what it is and disposition is required.

Since the highway grade under the railroad structure is being substantially lowered, data on the water table elevation is necessary as well as your recommendations for treatment if it is a factor.

A storm sewer outfall is proposed at Station 148+50 on the easterly side. Discharge is estimated to be as much as 15 cfs. Feasibility of this should be investigated.

Please advise at your early convenience.

Victor D. Wolfe
Location Engineer

GCW:jp
cc: Frank Hall (Fred Erickson)
Fred Yarbrough
Dick Lenz

1 Hall H
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO Verne A. Allen, District Right of Way Supervisor

FROM JOHN R. OAKES, Assistant Right of Way Engineer

SUBJECT File 46567 - Busch
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

I am returning the option and final report on this file for additional negotiation. As you will see from the copy of Exhibit "C" attached, the Bridge Section has revised the specifications of the retaining wall as shown by the red lines and comments.

Please re-negotiate on the basis of this specification.

When you re-submit the option, please explain the reason the estimate was necessary to pave the easement area. The explanation of why this was used as a cost to cure should include the damage to the business if the turning movements of the trucks are affected.

JRO/bdr
Attachments.

cc: M. Mitchell
F. C. Scott

Versteeg ✓
A. Olson
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UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. Kirkeby
~~T. F. ROGERS~~
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

MAY 10, 1973

File Ref.
D 321 - 2 - 30

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to previous correspondence concerning installation of crossing signals at Milton-Freewater, PUC Crossing No. 2H-36.23 at N. Main Street, Freewater Highway No. 339 (our agreement No. CD 45531-2).

It was noted on recent inspection trip that these signals have not yet been protected with guardrails or barriers to protect the signals from damage occasioned by highway traffic. Section 1 of agreement required that the State install such protection. Can you now advise when this can be accomplished?

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

1 Versteeg ✓
A. Olsen
2 Terpin T
Scott
Swanson
R. Olsen
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MAY 14 1973
UTILITY UNIT

xc: Jim Versteeg - Attn: Frank Terpin

NOTED
J. E. CHIDSEY

Utilities section wants us to design the guard rail protection - to be constructed by Maintenance Forces.
5/23/73 F. Eriksen

8

Salem, Oregon

May 8, 1973

W. E. Schwartz, Region V Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN

Frank E. Terpin, Final Design Engineer

Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

We need information on the following drainage and/or irrigation facilities. These installations are shown on the local detail map, but there is no supporting data (topog notes or flowline elevations).

1. Station 114+50 an existing 24" siphon pipe is shown across the highway and a pipe (no size or type indicated) across 10th Avenue on the left side. We need a sketch, or togog notes, showing the location and size of the ditches, pipes, siphon boxes, etc. and flowline elevations from about Station 114 to 118.

2. Station 252+40 an existing 18" CMP and an 8" field drain. The 18" is shown to be removed, and the 8" is not mentioned. We need flowline elevations and direction of flow in both pipes. If the 8" flow is toward the highway, we may be able to connect it to our storm system which has a flowline elevation of 831.80 at this point.

3. Station 255+25 an existing 18" CMP shown to be removed. WE need flowline elevations. Is there a water flow to the highway that needs to be drained by the storm sewer system.

There are two rather long storm sewer runs presently on the plans. One system is from Station 75+00 to 148+50 and the other from Station 152+50 to 252+50. If any intermediate outfalls could be located, it would probably reduce the pipe sizes in the remainder of these systems.

FET:jg
cc: Fred Eriksen

1 Versteeg ✓
A. Olson
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MAY 8 1973

Mr. Wilbur Moore
Rt. 1, Box 191-C1
Milton-Freewater, Oregon 97862

Dear Mr. Moore:

Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway (ORE11)

Referring to our conversation of Friday, April 27, we have reviewed this project and its status in regard to financing and construction timetables.

It is currently planned to have a fall letting based on the completion of right-of-way acquisition, signing of the necessary agreements, and available financing.

In consideration of a possible bypass as opposed to improvement of the existing facility, I am sure you realize the extensive additional cost. The construction of a bypass would require all new rights-of-way taking productive lands from tax rolls, two additional Walla Walla River crossings, a new separation structure of the Union Pacific Railway, et cetera.

This is not to preclude the possibility of a bypass being warranted in the future. At this time however the costs for such a project cannot be justified.

In view of our traffic volume estimates, the benefits to be derived by the motoring public, costs involved, and the work to date on the present proposal, I am sure you will understand our position on this project.

Thank you for the opportunity for discussion; we hope we have satisfactorily answered your concern.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. H. Young
Victor Wolfe
J. H. Versteeg
J. B. Boyd
W. E. Schwartz
DHN:ljt kw

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 1, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Letter to W. Moore
Milton-Freewater - Washington
State Line Section
Oregon-Washington Hwy. #8 (ORE 11)

Herewith suggested reply to Mr. Wilbur Moore of Milton-Freewater regarding the status of the subject project on existing alignment or possible rerouting of ORE 11 as a bypass.

I trust this is in compliance to your verbal request of Monday, April 30, as you had understood his concern of last week.

The file is returned herewith for your information and disposal.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt

Att.

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 19, 1973

Keep

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Milton-Freewater - Washington State Line
Oregon-Washington Highway
Umatilla County

This negative declaration is being submitted for your concurrence on the subject project.

LOCATION AND DESCRIPTION OF PROJECT The Oregon-Washington Highway carries traffic between Walla Walla and Milton-Freewater, local traffic to and from commercial establishments, and through traffic. The Oregon-Washington Highway now carries this spectra of road users inefficiently within the proposed project segment, 4.76 miles in length. The southerly terminus of the project section is located at the intersection of South Main Street and the Oregon-Washington

Highway. The northern terminus is near the Washington state line. The project would improve highway conditions without altering established traffic flow patterns and volumes. The goal of this safety project is to increase the mobility of both local and through traffic.

Present and projected traffic volumes within this section substantiate the need for improvement. The A.D.T. for this section is projected to increase approximately 80 percent from 7,300 in 1972 to 13,000 in 1992. Higher volumes occur within Milton-Freewater. The level of service on this highway, presently inadequate, will continue to deteriorate if unimproved.

Records of traffic flow patterns indicate that the Oregon-Washington Highway has the largest traffic volumes between Milton-Freewater and Walla Walla, Washington. South of Milton-Freewater, traffic volume on Highway 11 averages approximately 3,000 A.D.T., less than half the average volume north of Milton-Freewater in Oregon. Analysis of data collected at the permanent traffic recording station located at the state line leads to the conclusion that A.D.T. fluctuates very little during the year. The slight summer increase can be attributed to farm-generated traffic. The traffic flow pattern on this highway section indicates that most of the total vehicle volume is comprised of local traffic moving between Milton-Freewater and Walla Walla.

Mobility and efficiency on this section of Highway 11 will be improved by modifying the existing two-lane facility, with shoulders of varying widths, to an arterial including a sixteen-foot painted median, four travel lanes, two ten-foot paved shoulders, and six-foot, finished or rough-graded sidewalks on both sides of the highway. The project has an estimated cost of 3.7 million dollars. The vertical alignment will be modified slightly and the horizontal alignment will remain unchanged.

The highway cannot be four-laned to the Washington state line and then immediately narrow to a two-lane facility, for two local roads intersect at this location. Also, approximately 1,000 feet of tapering highway is needed so that traffic could safely merge and diverge. Several alternative solutions are under analysis. The location and design problem will be resolved by cooperative planning between the Oregon State Highway Division and the State of Washington.

This project has been under analysis for several years. The original letting date for the contract was 1971, but decisions to include both bike-pedestrian paths and to reconstruct three structures in the project, requiring reappraisal of right-of-way needs and redesigning, have delayed construction. A hearing was offered on the proposed project in January, 1970, but no requests were received. A lack of requests for a hearing attests to the positive attitude the local public has toward the need for this project.

This project will be a balanced section, for material excavated along the southern portion of the project will serve as fill where needed, primarily in the northern segments of the project. Most excavation will occur near the railroad and highway overpass structures. The vertical alignment under these structures will be lowered to increase clearance and sight distance along Highway 11.

Finished sidewalks will be located along some lengths of roadside north from the intersection of South Main Street and the Oregon-Washington Highway. The sidewalk along the west side of the highway will terminate beyond a new church approximately 1.2 miles north of the intersection. The sidewalk adjoining the east shoulder will terminate at N.E. 4th Avenue, north of the city limits. North of the finished sidewalks, curbing will be placed and sidewalks will be rough-graded.

Two structures will be replaced to accommodate the wider section. These adjacent overhead structures, carrying one line of the Union Pacific Railroad and a two-lane highway, will be lengthened. The railroad bridge will be reconstructed alongside the Oregon-Washington Highway and lifted in place completed, so as not to disrupt the railroad schedule. East Side County Road Bridge will be closed from three to six months during reconstruction of this bridge. A detour will be posted, utilizing the East Side County Road exit and East Side County Road connection east of Highway 11 and N.E. 10th Street to the west. Temporary signalization is not warranted by existing traffic volumes on East Side County Road. Alternative routes are available for traffic presently utilizing this road.

The bridge over the Little Walla Walla River, located approximately 700 feet north of the southern project terminus, will be lengthened. The existing bridge will be extended upstream to carry the widened roadway. Concrete banking and riprap along the upstream side of the bridge will be required. Where the streambed curves sharply just west of the present roadway, barriers are needed to prevent erosion of adjacent private property.

The highway will be widened to include 96 feet of roadbed and sidewalks within the present right of way, 100 feet wide in most locations. Consequently, narrow strips of additional right of way and easements are needed, especially in cut and fill areas. Most of the area to be acquired will be in temporary easements to accommodate construction activities. Right-of-way needs and costs are listed in Table One.

TABLE ONE

RIGHT OF WAY

Total Area Affected (Right of Way and Easements) . .	8.97 acres
Right of Way to be Acquired.	3.02 acres
Permanent Easements.	1.16 acres
Temporary Easements.	4.79 acres
Estimated Cost of Right of Way and Easements	$135,000

Most expanded right of way required lies in the northern segments of this project. Elevation changes become more pronounced in this area and will require more extensive cut and fill slopes.

Utilities will be relocated for this project. Fire hydrants presently situated within the proposed roadbed and sidewalk will be moved. Similarly, utility poles, primarily along the east side of the highway, will be relocated outside the proposed sidewalk. Lines operated by two utility companies and Pacific Northwest Bell will be affected. Because these poles were initially placed on public property, cost of relocation cannot be reimbursed. In addition, several small irrigation ditches will be affected. Culverts for these ditches will be located as appropriate to maintain flow and distribution patterns. Surface drainage from the widened highway will be handled by catch basins and storm sewer lines. They will empty into natural drainage systems. Within Milton-Freewater, short sections of sanitary and storm sewers and a municipal water facility will be modified during construction. However, no interruption of service is anticipated.

EXISTING ENVIRONMENTAL SETTING

Oregon State Highway 11 connects Pendleton with suburban and agricultural communities to the northeast in Umatilla County and the City of Walla Walla in Washington. This primary state arterial passes through small communities with clustered settlement patterns lying within the rolling topography and low hills of the Umatilla Plateau. The section of highway considered for modification is located between Milton-Freewater and the Washington state line. Increased vehicle trips to commercial and residential developments lower the level of service along this section.

The economy of this region has its base in extensive dry-land farming and ranches. The economic prosperity of most communities derives from processing agricultural products.

Milton-Freewater, at the southern portion of this project, is inhabited by 4,150 persons. Walla Walla, ten miles to the north in Washington, has a population of 15,000. Lands in Umatilla County within the highway corridor are inhabited by 1,800 residents. The City of Walla Walla and the Milton-Freewater - Washington state line area in Oregon exchange goods and services. Because there is a 5.5 percent sales tax levied in Washington and none in Oregon, Oregon's retail markets are attractive to Washington residents. The demand pattern is reflected in commercial developments along Highway 11 between Milton-Freewater and the state line, such as the new discount department store. However, there seems to be a different source of patrons supporting the numerous secondhand stores within this section, such as migrant farm laborers. Similarly, Walla Walla provides employment and shopping opportunities for Oregon residents. A special 1960 U.S. Census Report shows that approximately 14 percent of the Milton-Freewater area labor force was employed in Walla Walla County. Further, almost 20 percent of all workers from unincorporated areas around Milton-Freewater worked in Walla Walla.

The proposed project section passes through both Umatilla County and the City of Milton-Freewater. Extensive commercial development along Highway 11 has occurred within the city limits.

Residential development on small lots is prevalent where commercial development is not present. Outside the city limits, residential and commercial development are more dispersed. In these unincorporated areas, almost all commercial development is located adjacent to Highway 11. Residential development lies in a wider corridor parallel to the highway, primarily to the west. Residents gain access to Highway 11 through an extensive system of secondary roads. The Walla Walla (Tum-a-Lum) River, flowing east of the highway at distances varying from 100 yards to about a half mile, is a barrier to further development. East Side County Road is one of two facilities with a bridge over the Columbia River between Milton-Freewater and the state line. Unless access is improved, more extensive development on the east side of the river is unlikely. Large commercial farms and ranches are located outside this band of residential development.

Development is most intensive within the corridor of Highway 11. Commercial land use in the corridor is concentrated close to Milton-Freewater. One recent survey lists 40 commercial establishments within the corridor outside the city limits. Commercial establishments requiring large parcels of land include a discount store, the headquarters and the main plant of a large sand and gravel company, and a junkyard containing approximately

650 auto wrecks. Markets, gas stations, and other businesses oriented toward road users are interspersed throughout the corridor. Residential development along the corridor is also extensive. Small homes, many of them rental units, predominate. Nearer the state line lots are larger, and many homeowners raise small quantities of livestock.

Present zoning laws should encourage more orderly development within the highway corridor in the future. County zoning is oriented toward commercial development in unincorporated areas along Highway 11. However, lands corresponding roughly to the county area must be tied into a sewer and water supply system before more intensive development can safely occur. Past experiences have shown soil porosity to be an extensive and serious problem. To overcome this problem, Umatilla County's comprehensive plan encourages cluster development around established intersections with limited interspersed development. Such a development pattern would decrease the number of access points requiring turning movements along Highway 11. While line of sight distance is extensive on this section, there are numerous locations where turning movements disrupt flow patterns and increase the potential for accidents.

This section of the Oregon-Washington Highway is a principal arterial system, in which the safe and efficient movement of through traffic is important. However, this section also serves as a land service highway. This dichotomy of use must be considered in the location and design of present and future points of access. As presently planned, the project will allow a desirable level of service, with maximum access for abutting properties, and minimum disruption of through traffic.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The major impacts of this project derive from right-of-way and easement requirements. Because the project will occupy 96 feet of the present 100 feet of right of way, numerous permanent easements for slope modification and temporary easements during construction activities will be required. Right-of-way and easement needs are concentrated in the northern portion of the project section, where the topography is characterized by hills and slopes.

The only buildings to be removed by this project are two sheds and a small pump house.

While homes and businesses along the road will not be acquired, expanding the roadway and sidewalks will result in several businesses losing the use of existing Highway Division right of way for parking in front of their buildings. Some of these businesses, such as the farmer's market, do not appear to own sufficient parking space at present; a used-car dealer in Milton-Freewater now using the highway right of way will lose display space in front of his business when the highway is modified.

Many private dwellings near the improved facility will be affected by loss of border plantings and expansion of the roadway. Most of these units have comparatively low value in relation to adjacent property or are rentals. For the occupants of these units, the adverse psychological effects of decreased distance and the lack of visual screens between the highway and homes may be marked. The value of these sites for residential use may decrease.

The proposed project will affect the Little Walla Walla River. When the present bridge is expanded, the potential of damage from erosion along the upstream cutbank will increase. Fill slopes will be placed on the west bank upstream from the bridge. In addition, a concrete embankment will be extended upstream to border the cutbank along the sharp bend of this river.

The East Side County Road Bridge over the Oregon-Washington Highway will be temporarily closed and traffic flow may therefore be impaired. East Side County Road was designed by the City as a secondary arterial because traffic uses it to move "between state, county, and federal highways and agricultural and residential areas."

A detour will be designated around the bridge. There are several alternative routes available to bypass the closer bridge for traffic moving between the west side of the Walla Walla River and the northern portions of Milton-Freewater. However, East Side County Road is one of two facilities bridging the Walla Walla River between Milton-Freewater and the state line.

Trucks hauling excavated material from the southern portion of the project, where the vertical alignment will be lowered to the northern section along Highway 11 during construction, will increase congestion temporarily.

Many utilities along this section must be moved to widen the highway. Existing irrigation ditches will require culverts and piping, and utility poles and fire hydrants will be removed from the affected right of way. Movement of utilities may adversely affect adjacent property, for these structures will be relocated closer to buildings. However, these utility poles and fire hydrants must be removed if sidewalks are to be optimally used as bikeways and pedestrian paths.

Other impacts of widening the Oregon-Washington Highway will result from changed access patterns. Access will be more controlled by curbing along both sides of the entire section, although each private dwelling and commercial establishment will be allotted necessary points of access.

PLANNING TO MINIMIZE HARM

To minimize the potential negative impacts of this project, property required for right of way, permanent easements, and temporary easements will be procured at fair market prices.

New cut and fill slopes will be seeded, mulched, and landscaped where space and the contours of the land allow.

Air and water pollution will be controlled during construction through enforcement of subsection 107.08 of the Standard Specifications for Highway Construction as approved by the Oregon State Highway Division. Water quality in irrigation ditches will be protected by enforcement of appropriate sections of ORS Chapter 449.

Stage construction, signing, flagging, and temporary lighting and barricades will contribute to the safety of the road user and maintain access to adjacent residences and commercial establishments during construction. The City of Milton-Freewater requested that, to decrease glare, no permanent lighting be placed along this section within city limits.

BASIS FOR NEGATIVE DECLARATION

The short-term effects of this project include inconvenience to motorists and adjacent property owners during construction, when access will be limited. Traffic movement and safety at access points will be improved by the completion of this project, and predicted traffic volumes will be carried more efficiently.

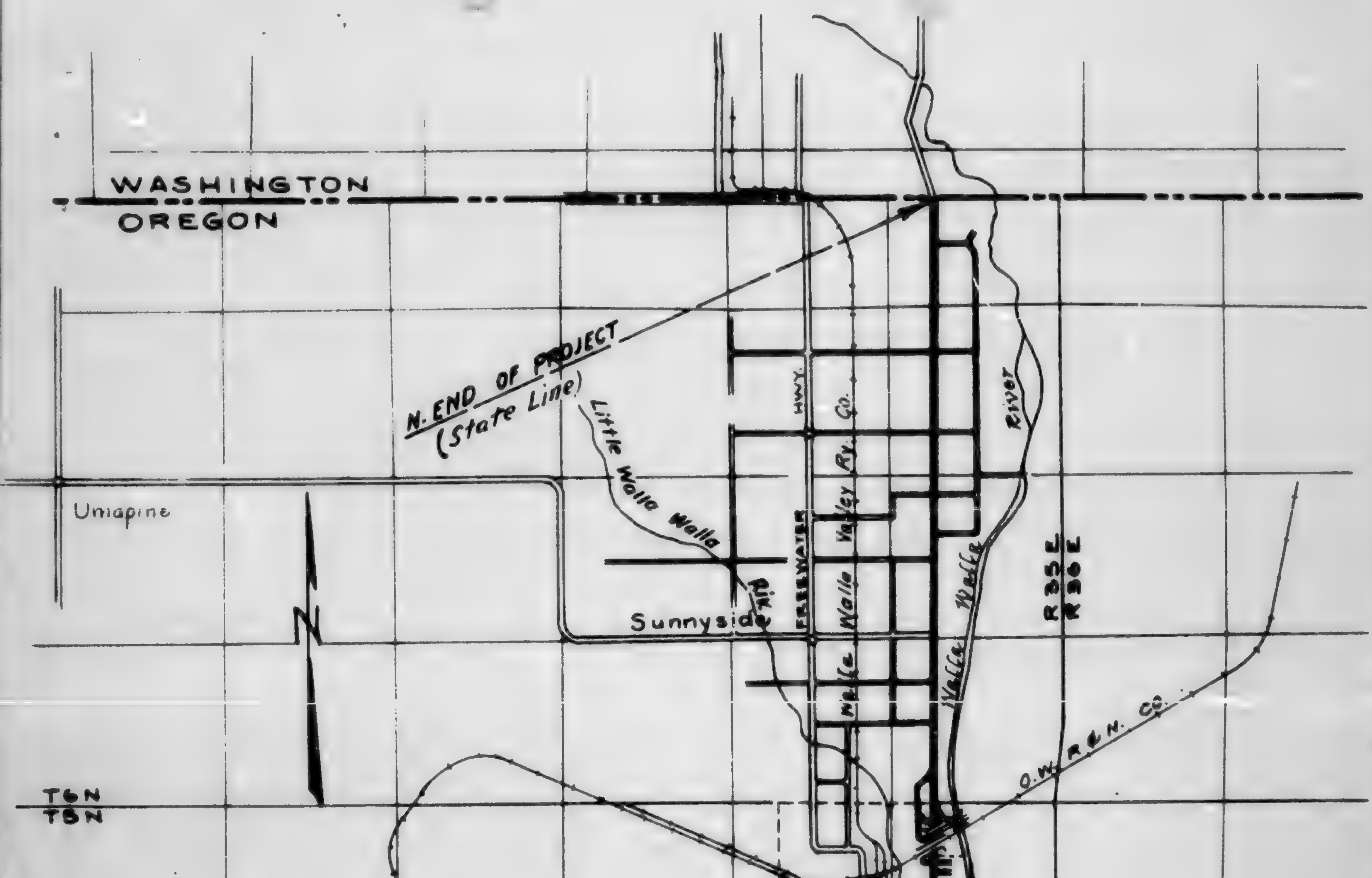
No residential or commercial establishments will be displaced and right-of-way requirements are small. Because the highway will remain in a similar alignment, the physical environment will not be adversely affected. Most adjacent terrestrial and aquatic environments should not be affected by this project.

Therefore, it is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the natural or social environment.

Endorsement to Oregon State Highway Division
Concur Vernon V. Cusack Date 4-19-73
for Division Engineer

JZ:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
Frank Hall
L. H. Young
H. S. Cox


WASHINGTON
OREGON
N. END OF PROJECT
(State Line)
Little Walla Walla
Uniapine
Sunnyside
HWY.
FREEWATER
Walla Walla Valley Ry. Co.
Walla Walla River
R35E
R36E
O.W.R.&N. CO.
T6N
T5N
MILTON-FREEWATER
City Limits
S. END OF PROJECT
(Intersection of South Main St. and Highway 11)

OREGON STATE HIGHWAY DIVISION

MILTON·FREEWATER — WASH. STATE LINE

OREGON - WASHINGTON HIGHWAY

UMATILLA COUNTY

7970

8

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1973
19

SUBJECT: Milton Freewater-Washington State Line
Oregon Washington Highway
Umatilla County

To:

Mr. Frank L. Hall
Road Design Engineer

Reference is made to Mr. Fredrickson's letter of June 20, 1972. Recent discussion with Region 5 indicates material in private source is still available and meets specifications.

It is the recommendation of the Location Section that this source be made available to the contractor by notation in the specifications as well as the State-owned source indicated.

Victor D. Wolfe
Location Engineer

GCW:jp
cc: L.H. Young
W.E. Schwartz ✓

Hall
A. Olson
2 Tarpin T
3 Scott
4 Swenson
R. Olson
Trout

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APR 16 1973
DESIGN SECTION

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✓ Eriksen F.E.
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Hager
Watson
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File ☐

BY FINAL DESIGN ENGINEER

4/19/73
Schwartz notified by Telephone to secure Deed-info. from which to prepare description to option on royalty Basis.
T.

GP*52475-734

FORM 2-30 (REV. 10-69)

8-21

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 20, 1972

To:

SUBJECT: Milton Freewater -
Washington State Line
Oregon - Washington Highway
Umatilla County

Mr. Frank Hall
Design Engineer

SALEM

Attention: George Wills

1 Hall
[illegible]
2 [illegible]
3 [illegible]
4 [illegible]
Olson
R

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JUN 21 1972
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We are enclosing one copy of a letter from Vernal Moore, regional geologist, wherein he recommends the acquisition of the material source by option for the subject project.

We believe this recommendation is sound, and feel that if the State could acquire an option on this property it could be made available to all bidders.

Please advise this office of your feelings on this matter.

A sketch showing the location of the two material sources mentioned in Mr. Moore's letter is attached.

W. E. Schwartz
Regional Engineer

By

for L C Lang
C. O. Fredrickson
Regional Bridge Engineer

RECEIVED
JUN 22 1972
LOCATION SECTION

REFERRED TO
V. Wolfe
Design

COF/bv
Attachments
cc: V. E. Shull
Vernal Moore

GP°52475-734

(REV 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 13, 1972

☐ RDE ✓ F ☐ RME
JUN 16 1972 ☐
RECEIVED
REGIONAL OFFICE ☐

To:

W. E. Schwartz
Regional Engineer

LA GRANDE

SUBJECT:

Material Sources
Milton Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County

Two sources of material have been located for the subject project. One is owned by the OSHD and the other is privately owned.

The State-owned source is at M. P. 22.85 or 4.75 miles from beginning of project. It is very good material but quantity is limited. The other source is owned by Eber Howard, 604 Pierce Street, Milton-Freewater, Phone 938-3329 or 938-5152, and is located 3.8 miles from beginning of project. The Corps of Engineers used this quarry for revetment material and left ±40,000 c.y. of 12"-0. This would have to be scalped due to undesirable fines. (A sample of the rock has been submitted to the lab.) The quarry can be enlarged if there is not enough shot rock. Mr. Howard will sell on a royalty basis.

If it is possible, I believe the State should get an option on the Howard quarry and make it available to all contractors or at least make all bidders aware of its availability.

Vernal Moore

Vernal Moore
Regional Geologist

VM:sh

cc V. E. Shull

6/18/72
I concur - Will probably have
to go Ahd. permit roads with
Umatilla Plan Comm

GP°82475-734

7970

April 19, 1973

Mr. Steve L. Loveland
City Manager
City of Milton-Freewater
722 South Main
Milton-Freewater, OR 97862

298

Dear Mr. Loveland:

In reference to the meeting with our personnel on February 26 and your letter of March 20 concerning the widening project on the Milton-Freewater - Washington State Line Section of ORE11, we wish to advise you of the project's current status.

Our Design and Traffic Sections are presently reviewing the plans, with consideration of modifying the proposal as outlined on February 26. The changes are at the Third and Main Street intersection; possible signalization on the facility; reduction of right-of-way near the Union Pacific Railroad Undercrossing; and related matters as discussed on February 26.

We are currently working with the State of Washington for extension of the project into that state for a transition from four lanes to two lanes.

An agreement is being prepared for the City of Milton-Freewater and the Umatilla County Court, and we are awaiting Federal Highway Administration approval so we may proceed with right-of-way acquisition.

In consideration of the above and the probability of available financing, agreements, rights-of-way secured, et cetera, we currently plan on a letting this fall.

We appreciate your concern and interest in this and other highway matters in your area, and thank you for your support and cooperation.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
R. L. Schroeder
H. S. Coulter "
W. E. Schwartz "
L. H. Young "
J. B. Boyd " Please proceed with right-of-way after FHWA approval.
Victor D. Wolfe "
L. E. George " Please review Third-Main intersection.
Frank Hall " Please get data to H. S. Cox re State of Washington.
H. S. Cox
D. R. Byard "

DNH:mm ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1973

To: Mr. R. L. Schroeder ✓
Assistant State Highway Engineer

BUILDING

SUBJECT: Assignment #298
Widening of ORE 11
Milton-Freewater--Washington State Line

Herewith a suggested reply to Milton-Freewater City Manager regarding subject section which has been a matter of long standing concern to all entities of government. I believe this will tend to satisfy their request as to status of the project.

When the necessary agreements have been prepared, they will be hand carried to the city for discussion as a follow-up to the February 26 meeting.

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Assistant Engineer

DNH:MM

Att.

NOTED
R. L. SCHROEDER

RECEIVED
APR 16 1973
Office of
Assistant State Highway Engineer

MILTON-FREEWATER
ALL AMERICA CITY
CAPITAL OF THE WORLD

Council-Manager Government Since 1951

MILTON-FREEWATER
State of Oregon
PHONE 503-938-5531 CITY HALL, 722 SOUTH MAIN

Sister City
Waimate
New Zealand

OFFICE OF
CITY MANAGER

REFERRED TO
Admin
BY SECRETARY

March 20, 1973

~~Klaboe~~
A & J

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: State Highway 11, Milton-Freewater to Washington state line Widening Project.

Gentlemen:

On February 26, 1973, the City Council of the City of Milton-Freewater held a supplemental information hearing, at which two of your engineers, Pat Schwartz and Don Harwell attended. The purpose of this meeting was to discuss in some detail, the proposed Highway 11 widening project. There were some concerns and questions from our City Council and the local citizens regarding the specifics of this project.

It was the concensus of the City Council, and they went on record to this effect, that the project is indeed necessary and warranted. The City Council would like to inform you that they give their full support to this project and request that it be expedited to the greatest degree possible by your office.

As we now understand it, the widening project is proposed to be bid, and let, in the Fall of 1973. We would appreciate being informed of any changes in that schedule. The interest and cooperation of your department is most sincerely appreciated. If we can be of any assistance to you on this project please feel free to contact the undersigned.

Sincerely,

Steve L. Loveland

Steve L. Loveland
City Manager

SLL:pb

RECEIVED
MAR 23 1973

RECEIVED
STATE HWY ENGR
MAR 21 '73
REFER TO
Schroeder
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
R. L. SCHROEDER

RECEIVED
MAR 21 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED

LOW COST POWER SINCE 1891

7970

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE	April 9, 1973
TO	R. L. Schroeder Assistant State Highway Engineer
FROM	for ~~Donald R. Byard~~ Gary A. Potter Environmental Director
SUBJECT	Milton-Freewater - Washington State Line Oregon-Washington Highway Umatilla County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: F. L. Hall
Victor D. Wolfe
L. H. Young
G. A. Potter

NOTED
R. L. SCHROEDER

Attachments
Signed and returned
to Byard
4-10-73

7770

8

FORM E-30-X 12-67

☐ RE ☐ RCE ☐ RBE ☐ RME
☒ RCE APR 6 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Hermiston, Oregon
April 5, 1973

SUBJECT Milton-Freewater - Washington State Line
Oregon - Washington Highway
Umatilla County

To:
Mr. W. E. Schwartz
Regional Engineer
La Grande

Please refer to Frank E. Terpin's letter of March 27, 1973 and your telephone call this morning.

The row of homes in question from station 110 to station 122 on the west side are found to be served by a city sewer and there will no problem with septic tanks or drain fields.

Regarding the disposal of a possible 40,000 cubic yards of excess excavation, the area you mentioned would be an excellent location for this pupose since it would improve the roadside appearance. It is on the easide and between stations 133 and 150. It should be made available to the contractor.

File #17284
Umatilla County

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Hager
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Watson
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BY FINAL DESIGN ENGINEER

Hall
A. Olson
I Terpin T
Scott
Swenson
R. Olson
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E. S. Thompson
ES Thompson
Resident Engineer

F.E. Terpin
It appears that there will be no septic tank problem. Also there may be a waste area available for excess excavation.
We will have E.S. Thompson contact Umatilla County and explore this possibility

RC Frang

7770

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

8

DATE April 5, 1973

TO Frank Hall
Road Design Engineer

FROM KAChatwood
K. A. Chatwood
Administrative Right of Way Agent

SUBJECT Files No. 46553 & 46565
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attention Tom Iwen

Attached are the estimates you requested January 30, 1973 on the irrigation facilities on these files.

KAC:LS
attachment

4 Hall
A. Olson
T Terpin T
Scott
Swenson
R. Olson
Trout

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FORM E-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
April 3, 1973

SUBJECT:
Files No. 46553 & 46565
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

To:
J. B. Boyd
Right of Way Engineer

SALEM

Attention: K. A. Chatwood
Administrative Right of Way Agent

Per your letter of 1/30/73 (copy attached), the following is a narrative type report on estimated costs of subject irrigation ditch.

Para. No. 1 --	A 5' permanent easement and a 15' temporary easement. Estimated cost.....	$1,100.00
Para. No. 2 --	10' permanent easement for open ditch and 10' permanent easement for maintenance. Estimated cost................	1,600.00
Para. No. 3 --	Purchase of Irrigation Rights. Estimated cost for land only..........	13,000.00

An additional damage of several thousand dollars would occur if the water was not re-established and the orchard trees were lost.

A total of 82.7 acres of land is irrigated from this ditch and the water rights call for 36 miners inches of water which is about twice the normal allotment. Damage of $200.00 per acre was figured on only 65 acres, for in my option 15 acres has a commercial value and the orchard is not the highest and best use.

Verne A. Allen
VERNE A. ALLEN
District R/W Supervisor

VAA/cre
attachment

RIGHT OF WAY SECTION
RECEIVED
APR 5 1973

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE January 30, 1973

TO Verne Allen
District Right of Way Supervisor

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT Files No. 46553
46565

Please make estimates of the cost of the following on both properties:

1. Obtaining 5 foot permanent easement and a 15 foot construction permit. An 18 inch concrete pipe can be installed for approximately $9,000 (both files). The pipe would be next to the Right of Way line and would allow commercial development within 5 feet of the highway.
2. Obtaining a 10 foot permanent easement for an open ditch, plus a 10 foot permanent easement for equipment to maintain the ditch. This would require a set back of 20 feet for a building.
3. Cost of purchasing the irrigation rights. Our records show the ditch furnishes irrigation water to Walter Roloff.

KAC:LS
CC Frank Hall
Attn Tom Iwen

RECEIVED
JAN 31 1973
Right of Way Office
La Grande

-7770 8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 2, 1973

SUBJECT:
Milton-Freewater-Washington State Line Project
Oregon-Washington Highway
Umatilla County

To:
Frank Terpin
Final Design Engineer

SALEM

This will confirm our telephone conversation of Friday, March 30, 1973, in which we discussed the possibility of steepening the slopes on the right side through the railroad and county road undercrossings in the vicinity of Station 110+00. We are having trouble negotiating for two parcels, 47120-Jackson and 47121-Shockman, because they are aware that slopes were steepened to 1½:1 on the left side to avoid a right-of-way taking.

Will you please have the design slopes modified to minimize the taking and have the necessary changes made in the right-of-way descriptions. There will also be changes made in bridge lengths because of this change. Please be sure that the Bridge Design Section is notified so that they can make the necessary changes to the bridge plans.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh

cc W. J. Hart
Verne Allen
E. S. Thompson

REFERRED TO

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BY FINAL DESIGN ENGINEER

Hall
A. Olson
T Terpin T
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R. Olson
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when new slope widths are available provide them to Bridge Design. T.

7970

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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 2, 1973

SUBJECT:

To:

L. E. George
Traffic Engineer
SALEM

3rd and Main Intersection
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

I remain unconvinced that a traffic signal is not warranted at the above intersection. If I interpret your traffic movement sketches correctly, there are 3,150 turning movements per day across 5,850 cars in the opposite direction. Admittedly, 3,000 of this 5,850 cars turn but they do not all declare their intention to do so and the 3,150 cars can not make their movement until the opposing traffic commits itself.

Your latest traffic volume tables indicate the traffic on the Oregon-Washington Highway just north of this intersection to be approximately 18% higher than the figures used to prepare your traffic movement diagrams. Presumably, the 3,150 turning movements you used should probably be increased by this 18%.

I am surprised that the accident frequency is not greater. I can only attribute this to most traffic being local and well aware of the hazard. This certainly is no measure of the inconvenience to the motorist.

The City strongly supports the request of local citizens for a signal and have indicated their willingness to close some of the side streets if it would help make a signal work better. All they desire is a request from the Highway Division to initiate the closures.

I urge you to reconsider the matter.

S

Wendell E. Schwartz
Regional Engineer

WES:sh

cc J. H. Versteeg
Frank Terpin
H. S. Cox

1 Hall H
2 A. Olson
3 Terpin T
Scott
Swenson
R. Olson
Trout

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Salem, Oregon

April 2, 1973

L. L. Wallace, Bridge Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DES

Frank E. Terpin, Final Design Engineer

Hudson Bay Canal Siphon Box Relpacement (Br #7999)
[redacted]
Oregon-Washington Highway
Umatilla County

The improvement of this section will require replacement of an existing siphon box at station 112 due to a lowering of the highway grade.

Attached are copies of our plan sheets covering the area, correspondence and a hydraulics report with design recommendations.

Please furnish design data so this work can be included in the plans.

FET:jn
Attachment
cc: Fred Eriksen

Hall
A. Olson
Terpin
Scott
Swenson
B. Olson
Trout ✓

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7970 Milton-Freewater-Wash.State 1973
Line Sec.,Oreg.-Wash. Hwy.
(Grade,pave,struct., sign,tr.sig.) #3

RR 319
12-27-73
6-4-75

C+A 4973 6-6-74
C+A 5709 [illegible]-4-74

4776 7-16-73
4819 10-3-73
4831 11-1-73
4861 11-23-73
4857 11-27-73

#7770

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

February 21, 1974

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

The proposed agreement form which was submitted to Utah in your letter of January 29, 1974 is acceptable. The proposed agreement is to cover fabrication inspection for the Adams Avenue-Old Oregon Trail and Milton-Freewater structures.

Please submit properly signed copies. It will be a pleasure to assist you in this inspection.

Sincerely,

W. J. Stephenson
Engineer of Materials & Tests

BZollinger/mrs

RECEIVED
MAR 4 1974
MATERIALS DIVISION
OFFICE

NOTED
JOHN C. JENKINS

7970

OREGON STATE
HIGHWAY DIVISION

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February ~~5~~, 1974
8,

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

RE: Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Union County
Contract No. 7970

Since receiving your proposal for an Elizabeth Street detour on January 23, 1974, Resident Engineers Bill Ferguson, Bud Van Cleave, and this office have studied your proposal in great detail. The proposal has also been discussed at a higher level in Salem.

It is our opinion that the proposal does not offer any real benefit to the travelling public and your proposal is hereby rejected. You are instructed to proceed with the stage construction as provided in the plans and specifications for the project.

We consider the Elizabeth Street detour to be inferior to the stage construction and inadequate to handle the traffic volumes. Our principal objection lies with the four 90° turns and the at-grade crossing of the UPRR with the inherent potential for frequent and serious accidents.

We also question the adequacy of the detour surfacing design. It is anticipated that the detour will be in use from eight to twelve months. We do not believe your light surfacing design will stand up to highway traffic loads for this length of time. You have solicited support and received permission to use Elizabeth Street for a detour from the City of Milton-Freewater by telling them that at the end of construction they would have a badly needed street improvement. With this surfacing design, I question the accuracy of your claim. Realistically, they will probably have a 40-foot street with a paved surface which needs repair as badly as the existing one.

2-8-74
Scott —
This proposal is still under discussion w/City Mgr. and Contractor.
CK

FEB 7 1974
Office of
Assistant State Highway Engineer

This project was justified environmentally by the Division's declaration that the project would have no significant effect upon the environment. This statement is true because all work is to be confined within the existing right-of-way and will not present a significant change to the environment of the surrounding area.

If the Elizabeth detour proposal was permitted, our original declaration would no longer be true and we would open ourselves to a challenge by people who are concerned for the environment and seek to protect it. To detour traffic through a residential area for possibly a year would certainly have a significant effect upon the environment of those who live along the detour.

We have been aware of your Elizabeth Street detour proposal for approximately nine to ten weeks. We have told you on numerous occasions that the State would not be interested in this change unless we were convinced that there was some real benefit to the public.

So far, you have given us a plan for the detour which I have just told you we consider to be inadequate. You have also told us that we would realize some small saving by not following the stage construction sequence. This comes mostly from signs and barricades which will not have to be installed if we abandon stage construction.

We know that real savings could be made in the cost of all bridge and siphon work if the traffic did not have to be contended with. We know that the stage construction is expensive and that considerable savings can be realized in the various grading and surfacing items if the work could be performed in one operation. We know that all structure work can be done cheaper if the various structures could be worked together instead of sequentially as provided by the construction plans. We know the railroad bridge is cheaper if it can be built in-place instead of erecting the steel structure on falsework and moving it into place under constraints of time and traffic. We know all structure removal work becomes less expensive if traffic is not involved. We know that the bid item "Temporary Protection and Direction of Traffic" should be substantially less if stage construction is eliminated. There are also many other bid items which would have been bid differently if another approach had been made to the structure work.

We also know that the 42-foot Elizabeth Street detour is not going to be built for the $32,000+ that the State could divert from the Stage I of our proposal, the $7,000 the City proposes to put into the storm sewer system, and the $1,500 the irrigation district would put into a pipe extension. Who pays the difference?

You have not been straight-forward with us in explaining the financial arrangements of the proposal and you apparently do not chose to disclose what savings would be in this proposal for the contractor, which should be shared with the State.

As you can see, the detour offers no benefit to the travelling public from a traffic standpoint and you offer no financial benefit which even makes the proposal worthy of further consideration, hence the denial of your proposal.

Sincerely,

Original Signed By Robert D. Hector

Wendell E. Schwartz
Regional Engineer

WES:sh

cc Steve Loveland, City Manager, Milton-Freewater
Umatilla County Court
H. S. Coulter
C. T. Kenney
Hal Verstoeg
Bill Ferguson
H. M. Van Cleave

5

2-[illegible]-74

#7970

MEMO TO FILES, 2/8/74

RE: Milton-Freewater - Washington State Line Section
Oregon-Washington Highway
City of Milton-Freewater

Thursday, February 7, 1974, the following people met in County-City office to discuss a problem in Milton-Freewater:

Steve Loveland -	City Manager, Milton-Freewater
John Bond	Construction Administration Engineer
Frank Terpin	Final Design Engineer
H. S. Cox	County-City Engineer
D. N. Harwell	Assistant County-City Engineer
Tom Iwen	Designer

Steve Loveland presented a plan, drawn by the City, to utilize Elizabeth Street as a detour during construction of ORE 11, Oregon-Washington Highway, in the city area. Under the City plan, Elizabeth Street would be improved to a 42' curbed width with 9" of base and 4" of A.C. This is a comparable base design used on past Special City Allotment projects in the city.

The State contractor (S. D. Spencer & Son) has approached the City and Railroad proposing the above mentioned scheme. City and Railroad, according to Loveland, heartily approve the proposal, and the City has entered into an agreement with Spencer regarding construction of this proposal. City's estimate for the Elizabeth Street detour is approximately $100,000 and they evidently have purchased, or are in the act of purchasing, additional right-of-way, particularly on each end where right-angled turns occur.

John Bond expressed concern regarding our contractor. He stated that the bid was unbalanced and the State, while willing to help the City, must by all means maintain the integrity of the present contract, and the contractor must come forward in a straightforward manner regarding benefits to himself and to the State.

We called W. E. Schwartz (at Corvallis) and asked him to contact Loveland and arrange a meeting with all involved persons to determine if the proposed detour could be worked out. Mr. Schwartz indicated that he would contact Mr. Loveland February 11 and attempt to arrange such a meeting.

H. S. Cox
County and City Engineer

HSC:mm

cc: H. S. Coulter
L. H. Young
W. E. Schwartz
J. H. Versteeg

K

RECEIVED
FEB 8 1974
Office of
Assistant State Highway Engineer

Detour Proposal
Ref 9-19-73 Hwway Ogn

RECEIVED
COUNTY & CITY SECTION
FEB 7 - 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

February 4, 1974

To Whom it may Concern:

The State of Oregon has contracted through the City of Milton-Freewater and Spencer & Son Construction Company to widen Highway 11 which passes through the City of Milton-Freewater. This highway carries approximately 8,000 cars per day.

The City of Milton-Freewater has been contacted and negotions done with the contractor for temporary detour of Elizabeth Street to be used as a bypass during actual construction of Highway 11. The detour would be used for approximately 7 months.

We feel this detour would be of mutual benefit to State Highway, Spencer and Son and City of Milton-Freewater. The City has made substantial commitments to the project and received property owner support for the Elizabeth Street detour.

The local State Highway Engineer has determined the detour is not acceptable and we are therefore appealing his decision. In support of our appeal we have used the following figures as a basis for your review.

I.	Savings in Signs, Barricades, & Temp. Continuous Rail		25,047.57
II.	Savings at R.R. Structure		
	A. Saving in Spencer Constructed railroad shoofly		
	Railroad estimate	37,520	
	Railroad & Spencer	34,680	2,840.00
	B. Shoofly removal as Designed (Railroad did not include in estimate, OSHD contractually states railroad will remove Spec. Provisions - Page 61, Van Cleave, Res. Eng. estimate)		7,000.00
	C. Misc. Items not included in Contract		
	Long Ties	1200	
	Misc. Steel	1000	2,200.00
	D. Contingency: Railroad Estimate incorrect Not able to drive piling - 36 piles augering @ 220.00 per pile		7,920.00

E. City's objection to use of Temporary Detour if not improved as proposed. (Special provisions allow use, Page 23)

1. Removal of existing steel structure under traffic 3,727.00
2. Additional, erection of steel under traffic. 12,625.00
3. Removal of Existing structure, handwork vs. machine work 17,216.00 — 33,568.00

Union Pacific Railroad Co. in favor of Shoofly.

III. Savings in Removal of Eastside structure by machine rather than hand - Result of Elizabeth Street being unavailable by city's objection. 18,216.00

IV. Road being available 8 months in advance.
Use liquidated damages criteria.
240 days @ $3.00 per day. 72,000.00

TOTAL POTENTIAL SAVINGS $168,991.57

V. Non Dollar Assessment:

A. Potential Danger of stage construction. Heavy equipment working above traffic. Temporary barricade that would not ward off construction traffic or shield traffic.

Ten men on present bridge crew layed off until railroad completes structure. Six months loss of payroll to community at critical time of year. $4,000/ week.

2-7-74 This Copy From Cty. Mngr. Loveland
Met with Steve Loveland, M-F Cty. Mngr
& discussed above - he will meet with Reg. 5
& determine what course of action to follow -
John Bond, Frank Turpin, Tom Irwin, HS Cox
D.W. Harwell

7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 1, 1974

S. D. Spencer and Son
4614 NE 72nd Avenue
Vancouver, WA 98661

Re: Milton-Freewater - Washington State Line
F. A. Proj. No. F-170(22)
Contract No. 7970
EEO Compliance Review

Attention: Richard Spencer
Project EEO Officer

Gentlemen:

This is to confirm my January 30, 1974, telephone conversation with Mr. Otis P. Jordan. An Equal Employment Opportunity Compliance Review of your organization will be held on February 14, 1974, at 9:30 a.m. in your office at Milton-Freewater. This review will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will be invited to attend this review.

You and other company officials who contribute to the company's Equal Employment Opportunity Policy are expected to attend. Representatives of any subcontractors currently working on this project will be required to attend. Current employment statistics for any subcontractors working on this project should be available.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.
2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees.
3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000.
4. List of all material suppliers furnishing materials in excess of $10,000, including those of subcontractors.

NOTED
H.S. COULTER

RECEIVED
FEB 1 1974
Office of
Assistant State Highway Engineer

5. Employment statistics for a current work week. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the work week ending January 25, 1974, be shown. These are to be broken down to indicate employment for this project only.

6. A list of all employees hired since award of this contract showing:

   a. Employee's name,

   b. Racial identification,

   c. Job classification and craft,

   d. Wage rate paid,

   e. Date hired.

For your information, we are attaching copies of the following:

1. Interim Construction Contract Equal Opportunity Compliance Procedures, I.M. 40-2-72.

2. Compliance Data Report, Form FHWA-86.

It is anticipated that it will require two to three hours to review your records and review your compliance with all phases of the EEO contract requirements. This will be followed by an inspection of the project and employee interviews.

If you have any questions, please feel free to contact us.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb
Attachments

cc: S. D. Spencer and Son, P. O. Box 21
Milton-Freewater, Oregon
bc: H. S. Coulter ✓ Gene Huntley Glen L. Green (2)
W. E. Schwartz W. C. Ferguson (Ron Anderson)

#7970

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 31, 1974

Mr. J. B. King
Director of Public Works
Milton-Freewater
City Hall
722 S. Main
Milton-Freewater, OR 97862

Additional Sewer Conflict
City of Milton-Freewater
Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Dear Mr. King:

Your estimate and sketch map for the adjustment of the additional sewer line crossing near Station 99, as detailed in your letter dated January 8, 1974, has been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of January 8, 1974.

Reimbursement for the work performed on and subsequent to January 8, 1974, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

RECEIVED
FEB 1 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

PGP:jly

G. L. Green
bc: ~~H. S. Coulter~~
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz "
H. W. Gerlach "

7970 1-28-74

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-170(22)

STATE PROJECT NO. MILTON FREEWATER - WASHINGTON STATE LINE

COUNTY NAME UMATILLA

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. P-539

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

orig

RECEIVED
STATE HWY ENGR
JAN 29 '74
REFER TO R/W
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE JANUARY 8, 1974

FEDERAL ROUTE NUMBER PRIMARY ROUTE #19

STATE ROUTE NUMBER OREGON-WASHINGTON HWAY ROUTE #8

~~XXXXXXXXXXXXX~~ GENERAL DESCRIPTION OF WORK: YOU ARE NOW AUTHORIZED TO PROCEED WITH ADDITIONAL ADJUSTMENTS IN THE CITY OF MILTON FREEWATER'S SEWER LINE EFFECTIVE JANUARY 8, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $2,452.92 IS APPROVED. SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM THE WORK WITH ITS OWN FORCES THE CONTRACT METHOD AS INDICATED IN THE ESTIMATE IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 8-24-73 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE CITY OF MILTON FREEWATER CONSISTING OF THE ORAL ADVICE OF YOUR REGIONAL UTILITIES ENGINEER, THE CITY OF MILTON FREEWATER'S JANUARY 8, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S JANUARY 16, 1974 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE 1-28-74

SIGNATURE OF APPROVING OFFICIAL Vernon V. Cusack

TITLE ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

79-70

5

OREGON STATE
HIGHWAY DIVISION

January 23, 1974

S. D. Spencer and Son
4614 NE 72nd Avenue
Vancouver, WA 98661

Attention: Richard Spencer
Project EEO Officer

Re: Milton-Freewater-Washington
State Line
F.A. Proj. No. F-170(22)
Contract No. 7970
On-The-Job Training

Gentlemen:

Your appeal for the rejection of an accountant trainee was forwarded to the Federal Highway Administration for their response.

In a letter dated January 17, 1974, the FHWA states that the training special provisions Interim 7-2(2) program is directed toward the recognized construction crafts. It further states that the accountant classification does not meet the requirement of a construction craft and is not approved.

Your efforts, however, to provide employment for women as a part of your Equal Employment Opportunity Program is recognized.

Please select another craft and submit a detailed training program, if other than an apprenticeship craft, along with the approximate starting date and rate of pay.

Very truly yours,

NOTED
H.S. COULTER

C. T. Keasey
Construction Engineer

RECEIVED
JAN 23 1974
Office of
Assistant State Highway Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: H. S. Coulter ✓
Gene Huntley
W. C. Ferguson
Vernon V. Cusack - FHWA

E-123

1770

STATE COPY

FORM PR-33A
(REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC

1-21-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Umatilla	Division Oregon
Date of Inspection 1-21-74	Inspection Made By R. A. Nichols, Area Engineer		Project No. F-170(22)

In Company With
W. E. Ferguson, Res Engr, OSHD; H. N. VanCleave, Res Bridge Engr, OSHD.

Location
The project begins at the intersection of S. Main Street and the Oregon-Washington Highway in Milton-Freewater. From there it proceeds northerly along the existing location of the Oregon-Washington Highway 4.9 miles to the Oregon-Washington border.

Contractor Name and Address
S. D. Spencer & Sons, Vancouver, Washington

Award Date 11-1-73	Contract Amount $3,846,802.50	Time Allowed 475 cal workdays	Time Started 11-15-73	Work Started 12-26-73
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 3 %	Work Completed 1%	

Roadbed (Width) 84 *(Feet 0. to 0. of shoulders)*

BASE-SURFACING						
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	THICKNESS EDGE (Inches)	THICKNESS CENTER (Inches)	WIDTH (Feet)
Asphaltic Concrete	6003	4.696	13.5	13.5	84

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Rigid Frame Cul.	X023	0.004
Thru Welded Steel Girder	X631	0.000
Conc. Box Girder	X721	0.000

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

COPY SENT
FEB 07 1974
REGIONAL OFFICE

MILTON-FREEWATER - WASHINGTON STATE LINE SECTION
OREGON-WASHINGTON HIGHWAY
Grading, Paving, Structures, and Signing

The project work consists of widening an existing 22-44 ft. pavement to a four-lane facility with 16 ft. median, 6 ft. PCC sidewalks or bicycle paths over the first 2 miles. From thence, it will be graded for future bicycle paths to the end of the project. One 20-ft. rigid frame structure will be extended. One railroad undercrossing structure and one county road undercrossing will be replaced. Several utilities will be revived to accommodate the construction.

The primary contractor has not started to work; however, a subcontractor for the structures, Mr. O. T. Jordan, has started to extend the rigid frame structure over the little Walla Walla River. He has removed the existing wingwalls and was performing the fine grading for the footing of the extension during this inspection.

NOTED
H.S. COULTER

2-8-74

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

As a result of the construction the City had to revise water and sewer lines. This work was about 50% complete.

The contractor has applied for the approval of three trainees on this project, one of whom is an engineering ttainee, another is a Laborer, and the third a secretary. The State has rejected the request for the secretary trainee.

7970

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE January 17, 1974

TO Mr. Walt Barrie
Chief Counsel

NOTED
H. S. COULTER

John Jenkins

FROM John C. Jenkins
Engineer of Materials

SUBJECT Adams Ave.-Old Oregon Trail
(La Grande) Section
Contract 7961

Milton-Freewater - Washington
State Line Section
Contract 7970

The Utah State Department of Highways has agreed to perform structural steel fabrication inspection for Oregon on the subject projects.

They ask that we initiate preparation of the agreements for the inspection since we previously wrote insurance coverage into the Woodburn-Hayesville agreement rather than the "save harmless" clause which Utah suggested.

It is also recommended that a more positive identification of the project covered be included in each agreement.

I am enclosing copies of the letter from Mr. W. J. Stephenson and the Woodburn-Hayesville agreement.

JCJ:gs

cc: H. S. Coulter w/encl.
W. J. Hart w/encl.
W. E. Schwartz
W. C. Ferguson
H. N. Van Cleave

JAN 17 1974
Office of
Assistant State Highway Engineer

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

January 3, 1974

RECEIVED
JAN 10 1974
MATERIALS DIVISION
OFFICE

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

It is possible for the Utah State Department of Highways to perform the inspections on your contract No. 7961 and 7970 as per your request to Mr. Boyd Zollinger on 11 Dec. 1973.

It is requested that the Agreement be initiated from the State of Oregon in as much as the State of Oregon prefers to provide insurance coverage rather than holding the State of Utah harmless for any damages resulting from testing and inspecting provided by Utah under the terms of the Agreement. An Agreement similar to number 73-0996 would be acceptable to Utah with a couple of exceptions. Please note that Agreement 73-0996 does not refer to Contract #7866. Please refer to the job name and highway contract number when drawing up the Agreement.

The Utah Department of Highways has recently adopted the policy of paying time and one-half for overtime. It is Western Steel policy to perform their radiographic work at times when their crew is out of the shop, such as 4:00 am to 7:00 am. This makes it necessary for Utah to pay time and one-half to have an inspector present. Therefore, section V of the Agreement, Inspection Rate, will be adjusted to compensate for the time spent at the overtime rate. This will be noted on the billing Oregon will receive when the contract is complete.

It would be a pleasure for Utah to provide Oregon with a cost comparison upon completion of fabrication showing the cost-per-ton for using radiographs and what it would have cost using ultrasonics for the weld inspection. This information would be furnished to you upon request.

It is a pleasure to assist you in this matter.

NOTED
JOHN C. JENKINS

Sincerely,

W. J. Stephenson
Engineer of Materials & Tests

7970

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 17, 1974

In reply refer to: 10-41-AA

SUBJECT: Oregon Project F-170(22)
Milton Freewater-Washington State Line
Contract No. 7970
On-the-Job Training

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We would like to acknowledge S. D. Spencer & Son's desire to provide employment for women as part of their equal employment opportunity program.

The training special provisions Interim 7-2(2) program is directed toward the recognized construction crafts. The accountant classification does not meet the requirement of a construction craft and is not approved.

Vernon V. Cusack

RECEIVED
JAN 21 1974
Office of Assistant State Highway Engineer

orig. Coulter

RECEIVED
STATE HWY ENGR
JAN 18 '74
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. S. COULTER

1-21-74
orig to Glenn

NOTED
A. E. JOHNSON

#7710

January 16, 1974
Salem, OR 97310

G. L. Green
Division Engineer

FEDERAL HIGHWAY ADMINISTRATION

Additional Sewer Conflict
City of Milton-Freewater
Milton-Freewater - Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Attached are two copies of the following data pertaining to this subject:

1. An estimate of cost to adjust an existing sewer line, dated January 8, 1974.
2. A sketch map showing the proposed work.

Prior to the staking of the project, it was not possible to tell whether this sewer line near Station 99 would conflict with the construction. It has now been determined that it is in conflict, therefore, the City was asked to prepare the attached estimate and sketch. Since this is a gravity line, it is not practical to adjust the grade. The top of pipe will be within a foot of proposed excavation; therefore, we will install ductile C.I. pipe. The contractor is aware of the proposed work, and will use care in his operation.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9d of PPM 30-4 as the adjustment involves a crossing of the project by the sewer line. There is no betterment derived from the proposed construction, since the added strength is necessary for our operations.

This matter was discussed with your representative, Mr. Nichols, on January 8, 1974 and we obtained an advance authorization for this work subject to a review of the estimate and sketch map.

Your formal approval of this agreement, as evidenced above, and confirmation of your advance authorization to proceed with the work as of January 8, 1974, under the provisions of PPM 30-4 and 30-4.1 is requested.

PGP

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

RECEIVED
JAN 17 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7770 8

Salem, Oregon

January 11, 1974

W. E. Schwartz, Region 5 Engineer

J. H. Versteeg, Road Design Engineer

Stage Construction UPRR Underpass
Milton-Freewater-Washington State Line Section
[redacted]
Umatilla County

Considerable planning and commitment of funds were provided on this project to handle traffic safely and expeditiously through the construction area. It has been suggested that Elizabeth Street might be improved and traffic routed over this section with its four 90° turns and an at-grade crossing on the UPRR.

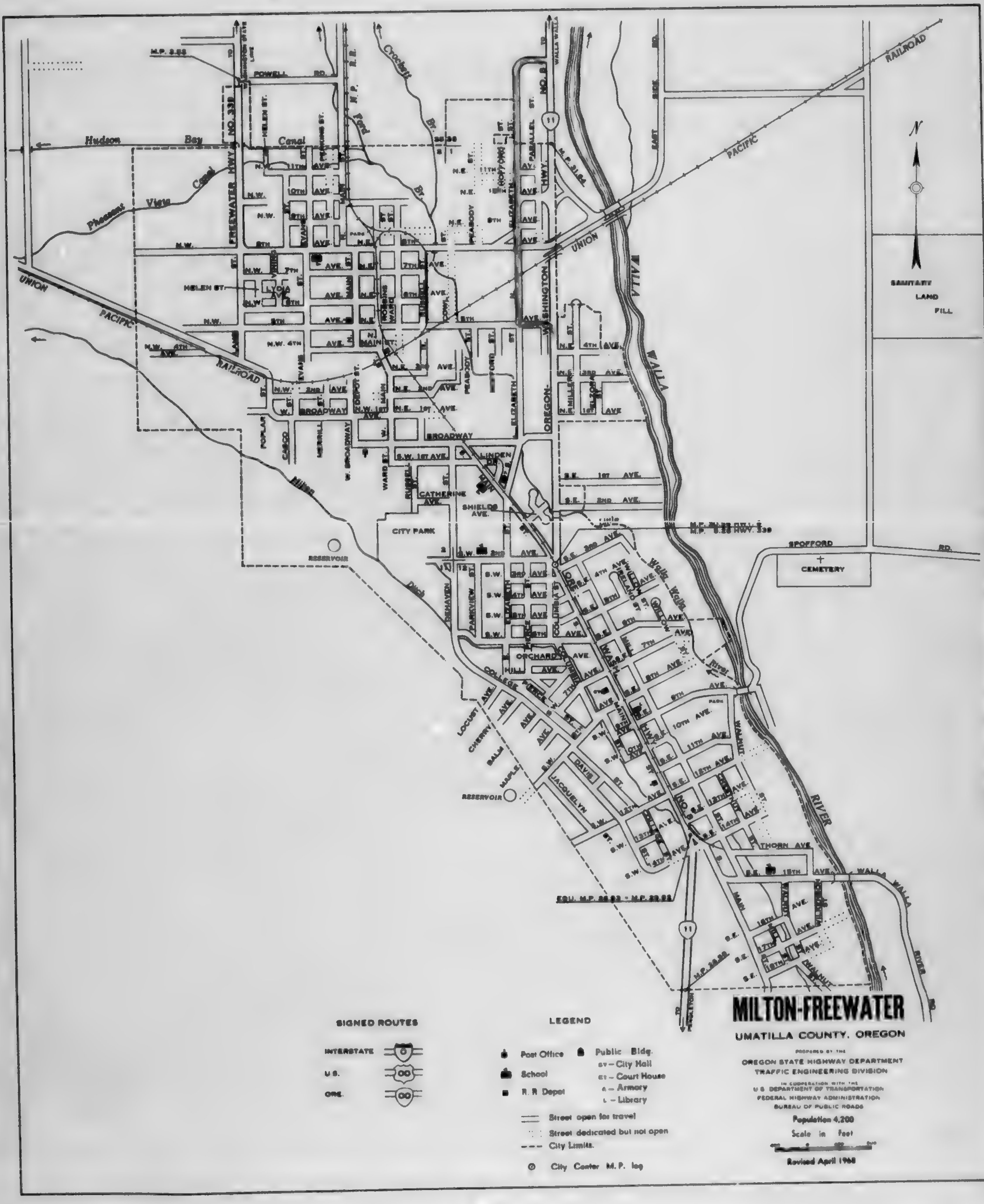
Considering the volume of traffic, the hazardous railroad crossing and the accident potential it is my recommendation that no further consideration be given to routing traffic over Elizabeth Street. It does not appear that any potential savings in construction costs are worth the additional risk that the traveling public would be asked to take.

JHV:jh
cc: C. T. Keasey

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 11 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other


Hudson Bay Canal
Pleasant View Canal
POWELL RD.
FREEWATER HWY. NO. 339
N.P. R.R.
Crockett Br.
Ford
UNION PACIFIC RAILROAD
WALLA WALLA RIVER
OREGON-WASHINGTON HWY. NO. 8
N.W. 5TH
N.W. 4TH
N.W. 2ND AVE.
BROADWAY
S.W. 1ST AVE.
LINDEN
CATHERINE AVE.
SHIELDS AVE.
CITY PARK
RESERVOIR
Milton Ditch
SPOFFORD RD.
CEMETERY
SANITARY LAND FILL
EAST SIDE RD.
ORCHARD AVE.
COLLEGE
LOCUST AVE.
CHERRY
MAPLE
DAVIS ST.
JACQUELYN
THORN AVE.
S.E. 15TH AVE.
WALNUT
EQU. M.P. 29.83 - M.P. 29.98
M.P. 28.90
N

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office

School

R. R. Depot

Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel

Street dedicated but not open

City Limits.

City Center M.P. log

7970

6

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE January 11, 1974

TO W. C. Ferguson
Resident Engineer
PENDLETON

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Milton Freewater-Washington State Line
Contract 7970
Proposed Detour

1 Versteeg ✓
2 A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
JAN 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

On December 28, 1973, this office received S. D. Spencer's proposal to detour traffic on Elizabeth, Fifth and Slaughter Road. Because the information received was very limited and incomplete, it was impossible to make a decision at this time. On January 8, 1974, a meeting was held with Otis Jordan, yourself, Pat Schwartz, Jack Ricker and myself to further explore the feasibility of such a detour.

You should outline in a letter to the contractor our position, as discussed with Mr. Jordan at the meeting, namely:

> At this time we are not at all convinced that such a detour can safely handle 8,000 vehicles per day.
>
> That significant savings in time or money will be realized by the State or F.H.W.A. if the detour is approved.
>
> That any delays to date or subsequent delays in the contract occasioned by investigation of this detour will not be recognized as valid reasons for time extensions or meeting deadlines set up in the contract.
>
> That the contractor advise the city, county, railroad and utility companies not to commit themselves to any further work that would be contingent upon approval of this detour.

REFERRED TO
Cole
Eriksen F.E.
Hager
Reed
Sample
Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Up to and perhaps exceeding 8 weeks could be required to resolve into written agreements the necessary documents and design reviews required by this change. The 8 weeks is the estimated time after the proposal is submitted to this office.

That after reviewing the information submitted to date and discussing same with our construction, design and utility people, we believe that the "As Designed" stage construction will be our decision; however, at the request of the City Manager of Milton Freewater and the contractor we will withhold a final decision until the additional information requested can be reviewed.

We advised Steve Loveland that we would keep him advised on this matter. Please go over the contents of your letter to the contractor with him.

DDA:je

cc: C. T. Keasey
J. Chidsey
J. H. Versteeg

7970

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1974

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Attention: Otis Jordan

Re: Milton Freewater-Washington State Line
Contract No. 7970
On-The-Job Training

Gentlemen:

This is to acknowledge receipt of your January 9 letter appealing rejection of an accountant trainee.

Your request has been forwarded to the Federal Highway Administration and you will be notified of their findings.

Very truly yours,

C. T. Keasey
Construction Engineer

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green
H. S. Coulter
Gene Huntley

RECEIVED
JAN 14 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

RECEIVED
JAN 11 1974
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Hardt
Johnson
Walker
Scofield
Glenn
Berg

January 9, 1974

C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. J. L. Widmer

Re: O.S.H.D. Contract No. 7970
Milton Freewater - Washington State Line
On-The-Job Training

Dear Mr. Widmer;

This is to acknowledge and thank you for yours of January 3, 1974.

We wish to appeal your rejection of an accountant trainee. Please advise us as to whom we appeal.

Our reasons for the appeal are as follows:

(1) The unions do not want more trainees than specified (with the scarcity of work in the area they want to fulfill our needs with journeymen on the out-of-work list).

(2) In our opinion the disapproval of field accountants is discriminatory to women - it is the one field in the construction industry that women can compete with men effectively with no regard to physical strength or endurance.

(3) The need for field construction accountants is realistic - just ask any resident engineer that has to process myramids of forms.

Therefore, we request your consideration and/or a hearing by the proper authorities.

Sincerely,

S. D. Spencer & Son

Otis Jordan

By Otis Jordan

OJ/jc

cc: Vancouver

7970

OREGON STATE
HIGHWAY DIVISION

January 3, 1974

S. D. Spencer and Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Re: Milton-Freewater-Washington
State Line
F. A. Project No. F-170(22)
Contract No. 7970
On-The-Job Training

Attention: Richard Spencer
Project EEO Officer

Gentlemen:

This is to inform you that approval by the Federal Highway Administration for 10 of the 11 training programs you submitted has been obtained.

The proposed training program for the accounting trainee will not be approved. The intent of the training special provisions is to develop journeymen in the construction industry. The program submitted for the accounting trainee is not considered a craft specifically connected with the construction field.

The State will participate in your training costs for the operating engineers, teamsters, laborers, carpenters, and engineering trainee as specified in the contract.

Please select another craft and submit a detailed training program if other than an apprenticeship craft. The approximate starting dates on all the trainees on this project should also be submitted.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

JAN 3 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

This assistance may be arranged for by contacting:

Associated General Contractors
1008 N.E. Multnomah Street
Portland, OR 97232 Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, OR 97211 Telephone 282-4579
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, OR 97212 Telephone 288-0168
Nathan Proby

CISCO
Chicano Indian Study Center of Oregon
P. O. Box 92
Monmouth, OR 97361 Telephone 745-5561
Santiago Montoya, Co-Director, Chicano Affairs
Patrick Melendy, Co-Director, Indian Affairs

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wi

J. L. Widmer
Assistant EEO Officer

JLW:lb
cc: Ron Anderson w/attach.
George Rankins "
UMW "
CISCO "

bc: H. S. Coulter
Gene Huntley
W. E. Schwartz w/attach.
W. C. Ferguson "

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec. SUNDAY 23	No work activity.
MONDAY 24	No work activity.
TUESDAY 25	No work activity.
WEDNESDAY 26	Contractor began work on the Little Walla Walla River structure today. (Preliminary work) Removing left side of old Little Walla Walla River bridge @ 74+82.62
THURSDAY 27	Contractor continues work on the Little Walla Walla River structure, removing left side and old diversion structure. Installing guardrail around work area 74+82.62
FRIDAY 28	Preliminary work continues on the Little Walla Walla River structure. Installing temporary signs adjacent to structure @ 74+82.62
SATURDAY 22	No work activity.

REMARKS

The contractor began the preliminary work on the Little Walla Walla River structure on Wednesday of this week. Chipping, brushing, etc. No other contractor activity; except for some work on temporary protection and direction of traffic.

Engineering This Week:
Grading $ 2,143.59 Bridge $ 477.62

SIGNED
Resident Engineer

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7970 N. 5 Const.

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MILTON-FREEWATER- WASHINGTON STATE LINE

WEEK ENDING: 28 December 1973

SECTION PREFIX: 30-1026

HIGHWAY: OREGON-WASHINGTON

COUNTY: UMATILLA

NAME OF JOB: MILTON-FREEWATER-WASHINGTON STATE LINE

KIND OF WORK: GRADING, PAVING, STRUCTURES, SIGNING & SIGNALS

CONTRACTOR: S. D. SPENCER and SON

CONTRACT NUMBER: 7970

FEDERAL AID PROJECT NUMBER: F-170(22)

DATE OF CONTRACT: NOVEMBER 1, 1973

DATE WORK STARTED: 26 December 1973

ESTIMATED COMPLETION DATE: 31 August 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 475

WORK DAYS USED:

CALENDAR DAYS USED: 16

SPECIFIED COMPLETION DATE: AUGUST 31, 1975

PERCENT OF TIME ELAPSED: 3.4%

PROJECT AUTHORIZATION: $4,580,249.06

EXCLUSIVE OF ENGINEERING: $4,254,542.46

ENGINEERING AUTHORIZATION: $325,706.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,254,542.46

ENGINEERING COST TO DATE: $21,363.07

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0.0 %

PERCENT OF AUTHORIZATION: 6.6 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		curb & s-walk
0	0	0	0	0	0		0

	GRADING	SURFACING	Sewer Line	BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.90 Mi.	4.90 Mi.	4.18 Mi.	4.90 Mi.	4.90 Mi.
MILES PARTIALLY COMPLETED	0	0	0	0	0
MILES COMPLETED	0	0	0	0	0
ESTIMATED QUANTITIES (CONTRACT)	125,800 CY	104,000 Ton	31,400 LF	64,000 Ton	81,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	125,800 CY	104,000 ton	31,400 LF	64,000 ton	81,000 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0	0	0
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	274 CY	227 ton	68 LF	139 ton	176 ton
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

1 backhoe, 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6675A	6676A	6677A	6979A		L-SCAPE	SIGNING	SIGNALS
PERCENT	0	0	0	0		0	0	0

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Dec. SUNDAY 23	Ovrcst-Cool	0		
MONDAY 24	Ovrcst-Cool	0		No Calendar Day charges until 1 March 1974.
TUESDAY 25	Rain-Windy	0		
WEDNESDAY 26	Rain Shwrs.	0		K RECEIVED
THURSDAY 27	Snow	0		
FRIDAY 28	Ptly Cldy-Cool	0		
SATURDAY 22	Ovrcst-Cool	0		BEN GIFFORD

7970

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 27, 1973

In reply refer to: 10-35-AA/961

SUBJECT: F-170(22)
Milton-Freewater - Washington State Line
Contract No. 7970
On-the-Job Training

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your December 17, 1973 letter submitted training for 11 trainees on this project. The carpenter apprenticeship program is an approved program. The proposed training programs for the operating engineers, teamsters, laborers, and engineer meet the requirements of the training special provisions under FHWA Order Interim 7-2(2) and are approved.

The intent of the training special provisions is to develop journeymen in the construction industry and the program submittal for the accounting trainee is not considered a craft specifically connected with the construction field.

It is also recommended that on the approved training programs that the contractor submit starting dates for the different trainees.

G. L. Green

RECEIVED
STATE HWY ENGR
DEC 28 '73
REFER TO
Coulter
FOR

Info	Inves	A/D	D/R	Sign	Act	File

orig. - 12-31-73

NOTED
H. S. COULTER

RECEIVED
DEC 31 1973
Office of
Assistant State Highway Engineer

12-31-73
Dave Glenn
FHA

7970

From

1859

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

1j

12-19.73

December 27, 1973

Union Pacific Railroad Co.
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Construction Agreement
Milton-Freewater - Washington State
Line Section
Oregon-Washington Highway
Umatilla County
FAP No. F-170(22)
Contract No. 7970
UPRR File: D 9043-32-3

RAILROAD COMPANIES
FILE No. 319

Dear Sir:

Herewith you will find duplicate counterparts of the construction agreement for the above-captioned project in Milton-Freewater, which was submitted to us with your letter dated October 26, 1973.

These documents were executed by the Highway Administration on December 21, 1973, and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit "B" and shown on Exhibit "A" as of August 24, 1973.

Please contact Mr. W. C. Ferguson, Resident Engineer, P.O. Box 459, 1216 SE Byers, Pendleton, OR 97801, telephone 276-7011, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 24, 1973, will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: G. L. Green w/sig. page
C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
J. L. Sollis
V. L. Gallagher w/Ex. "B" (2)
V. E. Skoog "
W. E. Schwartz " (2)
W. C. Ferguson w/agr.
H. W. Gerlach "

W. E. SCHWARTZ PLEASE NOTE: Please have an Order for State Force Work prepared and submitted for this work. Return one copy of Exhibit B with SFO.

#7770

1g

12-19-73

Salem, Oregon
December 24, 1973

Files 46567 and 32982, et al.

Mr. J. B. Boyd
Right of Way Engineer

Attached for further handling are fully executed copies of the following documents:

Grant of Access to James F. Busch covering property on Milton-Freewater-Washington State Line Section of Oregon-Washington Highway in Umatilla County.

Indenture and Grant of Access to Evelyn L. and E. W. Morlan covering property on Sandy-Forest Boundary Section of the Mt. Hood Highway in Clackamas County.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att.

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1973

AGENDA
DEC 19 1973
19

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Medford, Oregon 97501

ORIGINAL SIGNED
J. B. BOYD
J. B. Boyd
Right of Way Engineer

I request your approval of the following Grant of Access and Indenture and Grant of Access. These matters have been reviewed by the administration of the Highway Division and it has been found that the safety and utility of the highways are not impaired in any way by these grants. Federal Highway Administration approval has been received.

1. File 46567 - Busch
   Milton-Freewater - Washington State Line Section
   Oregon - Washington Highway
   Umatilla County

   One 44-foot unrestricted point of access will be granted James E. Busch. The approach is located on the easterly side of the Oregon-Washington Highway just southerly of the Sunnyside-Umapine Highway intersection.

   The present owner has requested this access to accommodate additional maneuvering of concrete mix trucks. Consideration will be $139.04, the amount per foot being paid the applicant by the State to construct a concrete retaining wall through this width of access.

2. File 32982 (L6198) and File 27366
   Sandy - Forest Boundary Section
   Mt. Hood Highway
   Clackamas County

   A request has been made to show on the public record the location of five approaches as they were actually

person name?
E.W. & Evelyn L. Morlan

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

constructed near Alder Creek and to correct an omission of access rights in the Final Judgment.

If you approve this Grant of Access and this Indenture and Grant of Access, please return the signed documents to me.

JRO:HA
Attachments
cc George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

7970

**OREGON STATE
HIGHWAY DIVISION**

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

December 17, 1973

Re: Milton-Freewater-Washington
State Line
F. A. Proj. No. F-170(22)
Contract No. 7970
On-The-Job Training

Dear Mr. Green:

Attached for your review is one copy of S. D. Spencer and Son's proposed training programs.

The equipment operators, truck drivers, carpenters, laborers, accounting trainee and engineering trainee programs are as detailed.

Your approval of the above-mentioned training programs is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J L Wid
J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: H. S. Coulter ✓
Gene Huntley

RECEIVED
DEC 17 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1973

Oregon Transportation Commission

AGENDA
DEC 19 1973
1j

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Construction Agreement
File 47194
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway, Umatilla County

Your approval is requested in the matter of an agreement with the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company) for the reconstruction for the railroad overcrossing of the Oregon-Washington Highway on the Milton-Freewater-Washington State Line Section, in Milton-Freewater, Umatilla County.

The $57,160 estimated cost to the State for work to be performed by the Union Pacific Railroad Company on this Federal-Aid primary project will be shared by the State and Federal Highway Administration.

If approved, the document will be signed by the Administrator and State Highway Engineer pursuant to Delegation Order No. 2.

JP:HA

cc George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

7970

8

Salem, Oregon

December 11, 1973

C. T. Keasey, Construction Engineer

ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout, Design Office Engineer

Milton-Freewater-Washington State Line
[redacted]
Umatilla County

Here is the Removal/Fill Permit No. 1219 issued to S. D. Spencer and Son for this project.

DLT:jh
Attachment

Milton-Freeway-Washington State Line
Oreg[illegible]-Washington Highway

Little Walla Walla River
Umatilla County
Highway Job No. 81

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Expires: 12-7-74

MATERIAL REMOVAL PERMIT NO. 1219

S. D. SPENCER AND SON

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

December 7, 1973
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1219

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will [illegible] prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
(x) b. At the project's completion, the stream shall be
(x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (x) __xx__ GRASS ____SHRUBS ____TREES SHALL BE PLANTED [illegible] __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ____________________________ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [______________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts

( ) xx. with other users occur.

____

December 7, 1973

1219

OSHD Permit No.: 81
Job Name: Milton-Freewater-
Washington State Line
Oregon-Washington Hwy
Umatilla County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: S. D. Spencer & Son
Corporate Name or Individual (Please Print)

4614 NE 72nd Avenue, Vancouver, WA 98661 206 256-1220
Address Zip Telephone No.

By Otis Jensen
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~[illegible] Fill~~ Removal is dirt and gravel.

b) Estimated Quantity (Removal) Over 50 Cu.Yds. ~~(Fill)~~

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~[illegible]~~ of Removal ~~and/or Fill~~ Remove existing structure and excavate for footings for new structure.

e) ~~Source of Material to be Used for Fill (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~[illegible]~~ Awarded: November 2, 1973
~~[illegible]~~ Time: 475 Calendar Workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Little Walla Walla River

b) Tributary of Walla Walla River

c) Located in See Plans (Legal Description) of Section 1 Twp. 5 N R. 35 E.

d) Map - Contractor's Plans

RECEIVED
DEC 6 1973
DI[illegible] OF STATE L[illegible]S
REMITTANCE $ P.O. 274401

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.

For Additional Information,
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER
H 274401

SHIP TO	J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310
P. O. DATE	12-5-73
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310
NO. INVOICES	1
ACCOUNT NUMBER	
BIENNIUM	
BID NUMBER	
COMMODITY CODE	
CLASS.	
FUND, PROJECT OR APPROPRIATION	
REQ. NO.	
AGENCY NO.	734

VENDOR
Division of State Lands
502 Winter St., N.E.
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY			DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
ORDERED	UNIT	REC'D.					
1	ea	/	Removal/Fill Permit OSHD No.81 Milton-Freewater-Washington State Line Oregon-Washington Highway Umatilla County			$50.00	30-1026-900P

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

DATE 12-5-73

APPROVED

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT – SIGNATURE

DATE 12-5-73

RECEIVED BY:

DATE

FORM 81-734-1036

ORIGINATOR

7970

OREGON STATE
HIGHWAY DIVISION

December 11, 1973

S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, WA 98661

Re: Milton-Freewater-Washington State Line
F. A. Project No. F-170(22)
Contract No. 7970
On-The-Job Training

Attention: Richard Spencer
Project EEO Officer

Gentlemen:

This will confirm my verbal approval of the crafts you selected to meet the training requirements of this contract. This will permit you to start work on this project.

At the preconstruction conference in Milton-Freewater on December 6, 1973, you indicated that training would be provided for one engineer trainee, two carpenters, two operating engineers, two teamsters and four laborers.

The two carpenters shall be trained in accordance with State apprenticeship and training council standards. The engineer trainee, operating engineers, teamsters and laborers will require detailed training programs showing the number of hours proposed in each phase of training.

Please submit these detailed training programs within 30 days.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wid

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: H. S. Coulter ✓
W. E. Schwartz
W. C. Ferguson

NOTED
H. S. COULTER

E-123

7970

December 5, 1973

Division of State Lands
502 Winter Street NE
Salem, Oregon 97310

Attention: Mrs. Jan Haley

Dear Jan:

Here is the Removal/Fill Permit application for OSHD No. 81 and Purchase Order No. H274401 to cover the fee.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: W. E. Schwartz
W. C. Ferguson

OSHD Permit No.: 81
Job Name: Milton-Freewater-
Washington State Line
Oregon-Washington Hwy
Umatilla County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: S. D. Spencer & Son
Corporate Name or Individual (Please Print)

4614 NE 72nd Avenue, Vancouver, WA 98661 206 256-1220
Address Zip Telephone No.

By Otis Jordan
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~[illegible]~~ Removal is dirt and gravel.

b) Estimated Quantity (Removal) Over 50 Cu.Yds. ~~(Fill)~~

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~[illegible]~~ of Removal ~~and/or Fill~~ Remove existing structure and excavate for footings for new structure.

e) ~~[illegible] (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~[illegible]~~ Awarded: November 2, 1973
~~[illegible]~~ Time: 475 Calendar Workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Little Walla Walla River

b) Tributary of Walla Walla River

c) Located in See Plans (Legal Description) of Section 1 Twp. 5 N R. 35 E.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

7970

5

NOTED
H. S. [illegible]

OREGON STATE
HIGHWAY DIVISION

December 5, 1973

National Urban League
5329 N.E. Union, Room 208
Portland, OR 97212

Attention: George Rankins,
Field Representative

Re: On-The-Job Training 7-2(2)
Oregon State Highway Division

Gentlemen:

The following contractors were awarded contracts containing the On-The-Job Training Provisions under FHWA Order Interim 7-2(2) during the month of November:

Contractor's Name & Address	Project Name	Cont. No.	No. Trainees
Coral Corporation P.O. Box 258 Gladstone, OR 97027	McKenzie River-Sutherlin Section	7964	5
Paul Brothers, Inc. 29 N.E. 148th Ave. Portland, OR 97230	7th Ave.-Willamette River (Eugene)	7965	1
White Construction Co. P.O. Box 201 Bend, OR 97701	Irrigon Jct.-Bubbs Ranch Section	7969	2
S. D. Spencer & Son 4614 N.E. 72nd Ave. Vancouver, WA 98661	Milton Freewater-Washington State Line	7970	11

Very truly yours,

C. T. Keasey
Construction Engineer
By MDGlenn
M. D. Glenn
Construction EEO Engineer

RECEIVED
DEC 6 1973
Office of
Assistant State Highway Engineer

MDG:fr
bc: Glen L. Green
H. S. Coulter
Gene Huntley

E 123

tion organizer will include about 25 city police officers.

In the past the police department employes have joined other city employes in salary requests, Moore said. But, the police officers decided they wanted "to bargain on the specific merits of the police department," he said.

According to the new legislation, collective bargaining procedures cannot be initiated until the PCPA is recognized by the city as the "appropriate bargaining unit" representing the police officers.

Ho e Rejects Campaign Funds

WASHINGTON (AP) — The House today rejected a Senate-passed proposal for public financing of presidential and congressional campaigns.

The House voted 347 to 54 to reject a Senate-passed amendment to a bill to raise public debt ceiling.

section of the Taiyo Department Store, which is usually closed on Thursdays but opened today because of the heavy flow of holiday shoppers.

Smoke and fumes rose from the bedding section on the third floor to the upper floors.

Witnesses said that at one time about 100 persons were on the roof and apparently were rescued by helicopters. They said others were taken down ladders to safety by firemen.

A waitress said she was serving tea in the seventh-floor restaurant when heavy smoke poured in over the staff and about 30 customers.

"I latched onto someone and managed to reach the roof," she said.

The worst fire involving a Japanese department store building was a conflagration in May 1972. It wiped out a cabaret on the seventh floor of the Sennichi Department Store in Osaka and 188 patrons and hostesses died. The shopping part of the store was closed at the time.

AP Wirephoto

Gets some air

A fire fighter gasped for air at a third-story window during a blaze which damaged a unit in the Bellevue North Apartments Tuesday in Seattle. A cigaret is believed to have set fire to bedding, with flames eventually engulfing the apartment. Damage was placed at $4,300.

East Oregonian 11-29-73

State Says M-F Design Safe

The Oregon Highway Division's design for four-lane Highway 11 from Milton-Freewater to the Washington line is "a good design, a safe design, adequate for the traffic for a long time to come," says Wendell Schwartz, La Grande, regional engineer for the division.

He and members of his staff went over the design Wednesday with the Umatilla County Planning Commission.

Planning Director Peter Watson says the design is unsafe. He said a better design would be for a two-lane highway with frontage roads.

The highway division plan calls for a 16-foot median strip for left turns and two travel lanes and a parking lane in each direction.

Schwartz said the highway division plan will carry 23,000 vehicles a day safely. Present traffic is about 8,000 vehicles a day. Hal Verstig, Salem, chief of the division's road design section, said projections show Highway 11 traffic on the Milton-Freewater - Stateline section will reach 13,000 vehicles a day in 20 years.

"The important thing to remember is that this is not a freeway but an urban street," Schwartz said.

He said speeds will be limited to 50 miles an hour.

decrease because of the fuel shortage.

Stock Market

The Dow Jones average of 30 industrials, off nearly 9 points earlier in the session, was up 3.09 at 842.87 at 2 p.m.

currently is ser   month sentence at a federal facility in Lompoc, Calif.

At United Air Lines headquarters in Elk Grove, Ill., a secretary said Chapin was not in his office today and she did not know where he was. He has been employed as director of market planning since March.

A company spokesman said there would be no statement by United about the indictments. He said he was not aware of any company policy concerning indicted employes.

According to today's federal indictment, when Chapin appeared before the grand jury, he was asked:

"Did you ever discuss in any way with Mr. Segretti the distribution of any campaign literature or statements of any kind?"

He replied, "No."

Then Chapin was asked if he knew whether Segretti had ever distributed any statements of any kind or any campaign literature of any kind.

Israelis, Egyptians Break Negotiations

By THE ASSOCIATED PRESS

aeli and Egyptian cease-fire negotiators broke off their ssions today. The Egyptian representative said the sit- on was "very, very bad," and a U.N. spokesman said no her meetings were scheduled.

achine-gun and mortar fire erupted about two miles from site as Israeli Maj. Gen. Aharon Yariv and Egyptian Maj. n. Mohamed el-Gamasy met. The session was in the U.N. ference tent at Kilometer 101 on the Cairo-Suez road.

In New Delhi, Soviet Communist chief Leonid I. Brezhnev rned that unless Israel and the Arabs reach an early peace tlement, "a new and even more dangerous military explosion y occur in the Middle East at any moment."

"The hostile armies are confronting each other with their arms at the ready," Brezhnev told the Indian Parliament at the end of a four-day summit meeting with Prime Minister Indira Gandhi.

"It is clear that urgent measures must be taken to prevent new bloodshed and to establish a stable peace."

It was not known whether Brezhnev knew of the latest Middle East gunfire before he spoke.

Shells apparently fired by Egyptian mortars exploded within 20 yards of a U.N. peace force car that sped across the desert to stop the shooting, which lasted about 30 minutes. A U.N. spokesman at the conference site did not specify which side started the firing, but newsmen at the scene could see that both the Israelis and the Egyptians were shooting.

No casualties were reported, and it was assumed the negotiations were broken off because Egypt and Israel still could not agree on terms for the withdrawal of Israeli forces from the Suez Canal and the type of Egyptian forces that would be deployed along the east side of the waterway..

Yariv has proposed that both sides pull back to their prewar positions. Tel Aviv press reports say Cairo's latest proposal is for Israel to withdraw 80 miles and to return two-thirds of the Sinai Desert to Egypt, including major Israeli defense positions at the Mitla and Giddi passes.

But Egyptian President Anwar Sadat has vowed to keep Egyptian troops on the western bank of the Suez.

NOTED
R. L. SCHROEDER

RECEIVED
DEC 3 1973

770.

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 27, 1973

TO J. H. Verstieg
Design Engineer

Robert E. Royer

FROM Robert E. Royer
Planning Engineer

SUBJECT Milton-Freewater - Washington State Line

We have reviewed the proposed plan submitted by the Umatilla County Planning Department and have the following comments.

1. Frontage roads are too narrow for safe traffic movements.
2. Considerable difficulty could be expected in providing signals to control frontage road movements as well as cross traffic movements.
3. There would be a conflict between right turns from the highway to the cross street and frontage road traffic.
4. 10-foot left turn lanes are inadequate; should be at least 14 feet in width.
5. Providing only 2-12 foot lanes and no shoulders will cause congestion on the highway due to emergency stops; such as flat tires, out of gas, etc. Also, a barrier next to highway will tend to create a feeling of restriction as to width of roadway.
6. Increased traffic at major intersections due to cross movements plus turning movements concentrated at these major intersections, would result in considerable delay and confusion.
7. Green time to allow pedestrians to cross 9 lanes of traffic will be quite long.

RER;jm

UMATILLA COUNTY PLANNING COMMISSION
Suggested Alternate For State Highway 11

Frontage roads for arterial streets are useful in highly commercial and residential developments where access and egress may interfere with main stream arterial traffic and where plenty of right-of-way is available for its proper design.

There are, however, many disadvantages to their use especially at locations where minor crossroads create at-grade intersections. In effect, at these locations, three intersections are formed which are quite confusing. Turning and crossing movements, being the most hazardous and yet most frequent, impair the safety and efficiency of the entire intersection.

A frontage road, primarily designed to serve local residents or commercial establishments should also be designed for commercial vehicles as well as for passenger vehicles.

The suggested design submitted by the Umatilla County Planning Commission has many deficiencies which will be enumerated below and explained where necessary.

Roadway Design Deficiencies:

1. Frontage Road

   A 16-foot wide frontage road having two-way traffic is far too narrow to be safely traveled. An absolute minimum of 10-foot travel lanes is necessary for roads of a local service character. For general service where commercial vehicles are expected, travel lanes 12-foot in width are necessary for adequate service.

2. Curb Lane On Main Road

   A 12-foot curb lane abutting a three-foot high concrete wall is very unsafe providing no area for maneuverability. A shoulder area is necessary for safe operation.

3. Turn Lane On Main Road

   A 10-foot turn lane is the minimum width required, but the plan does not take into consideration the pavement marking which takes another one to two feet of pavement surface. This reduced area will provide a smaller turning lane than is required.

4. Parking

No on-street parking is provided for either the frontage road or the main road. Prime consideration should be made for emergency parking on the main road, yet no area is provided. Frontage road on-street parking could be important where commercial establishments or residences do not have adequate parking facilities.

5. Three-foot Barrier

A barrier of this type shown is very unsafe especially being installed this close to the traveled way. A minimum median of eight feet is necessary to divide a two-way frontage road from a main arterial.

Intersectional Deficiencies:

1. An intersection of this design provides no safe access to or egress from the frontage road. A minimum of 32 feet of separation between the main traveled way and the frontage road at the intersection is needed in order to allow passenger vehicles to negotiate U-turns and right turns from the main roadway. For commercial vehicles a minimum of 80 feet separation is needed and 150 feet is preferred. In the plan shown, all turning movements would need restriction due to the close proximity of the conflicts present.

2. Pedestrian Movements

No consideration is taken in this design for pedestrian movements. A minimum of 23 seconds is necessary for the normal pedestrian to cross such a facility with no intermediate refuge available.

3. Signalization

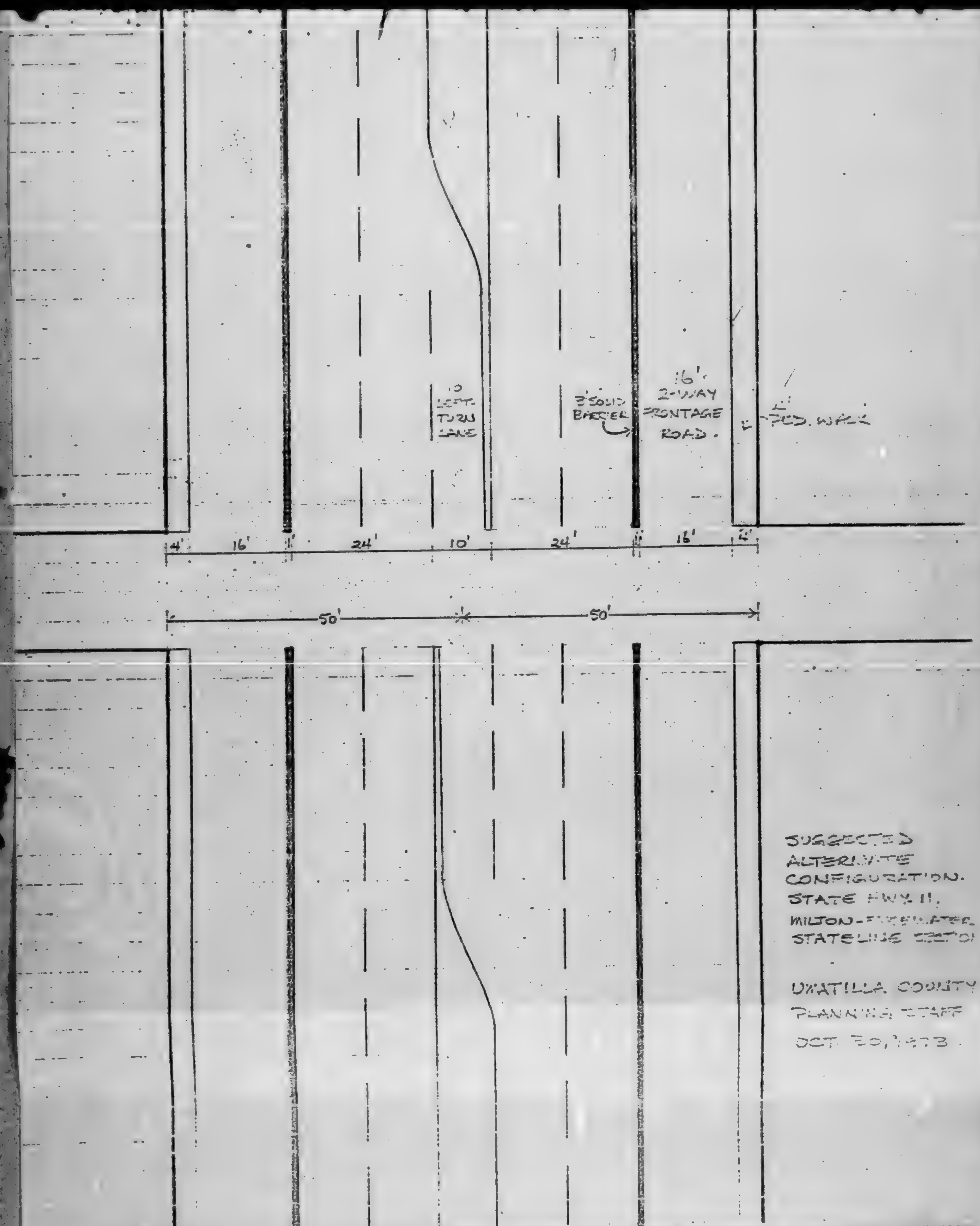
Signalization of such an intersection would be almost impossible unless the intersection of the frontage roads were separated from the main road by a distance of at least 150 feet.

Overall Deficiencies:

1. No right-of-way is reserved for utilities.
2. There is no place to erect any type of signing.
3. The three-foot high barrier would be hazardous in that it would not divert the headlight glare from the frontage road; yet it would prevent small cars on the main road from seeing pedestrians or cross-traffic at the various at-grade intersections.

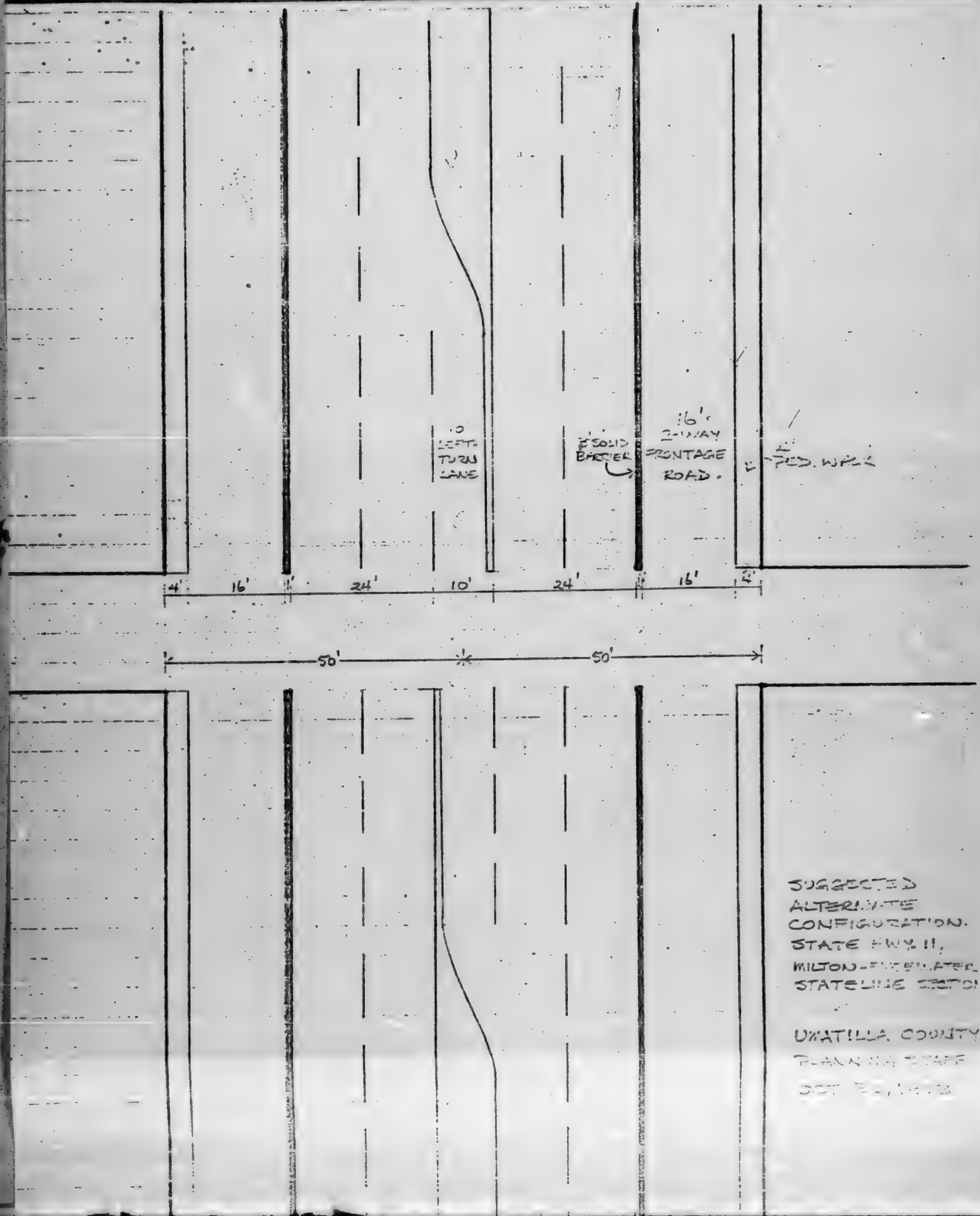
At the present time, traffic volumes and accident data do not indicate a need for traffic signal installation other than the one to be installed under the present contract. Two intersections have had recent manual counts and both failed to meet the minimum standard vehicular warrants for any of the eight hours required.

The intersections of Broadway, N.E. 5th Avenue, and Sunnyside Road should be investigated in the future if traffic volumes indicate that these warrants may be met.


10' LEFT TURN LANE
3' SOLID BARRIER
16' 2-WAY FRONTAGE ROAD.
4' PED. WALK
4'
16'
1'
24'
10'
24'
1'
16'
4'
50'
50'

SUGGESTED ALTERNATE CONFIGURATION. STATE HWY. 11, MILTON-FREEWATER STATELINE SECTION

UMATILLA COUNTY PLANNING STAFF
OCT 30, 1973.


10' LEFT TURN LANE
2' SOLID BARRIER
16' 2-WAY FRONTAGE ROAD.
2' PED. WALK
4'
16'
1'
24'
10'
24'
1'
16'
2'
50'
50'

SUGGESTED
ALTERNATE
CONFIGURATION.
STATE HWY. 11,
MILTON-FREEWATER
STATELINE SECTION

UMATILLA COUNTY
PLANNING STAFF
OCT [illegible], 1978

Project -	BEFORE Former 2-Lane	AFTER Present 4-Lane
Willamina - Salem - Hwy. 193 to Hwy 150 3½ Mi.	[illegible] -	1967 -
	2.95 Av. per Million Vehicle Miles	1.79
	36 Accidents	24
	8,722 ADT.	10,420
Wallace Rd. (Hwy 150) -	1963 -	1968
	4.4	6.0
	8	14
	8000	10,500

Halsey St - 148th Ave to 162nd Ave -	before	after
intersection accidents	20	10
non- " "	6	1

G002

Accident Rate Information

HWY 8	1970	1971	1972
Milton-Freewater - Wash State Line (3.68 Mi)	3.09	3.93	2.06

Before & After 4-Lanes

Lancaster Dr NE (FAS 741)

	Before		After	
	1967	1968	1970	1971
Silverton Rd - Ward Dr. (1.09 Mi)	4.62	1.26	3.56	3.10

	Before		After	
	1968	1970	1971	1972
Ward Dr - ORE 99E (0.81 Mi)	6.60	6.11	9.19	2.97

NOTE: September 9 1971 — law changed to require accident reports for fatality and injury accidents and for property damage accidents exceeding $200 to any one participate.

11-27-73

For Roger Trygstad

by Monday Nov.

Routine 2 yr^{+} accident listing.

Milton-Freewater (NCL) to Wash State Line section of Hwy 8.

Identify the No. of left turn accidents over in the margin, too.

CWN
11-21-73

64 ACC
17 Left Turn
11-26-73 LB

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

11-26-73 LB

Rural Motor Vehicle Accident Listing

LOCATION Umatilla Co.

Oregon Washington Hwy

Hwy. No. 8 Rte. No. Ore. 11

From M.P. 31.64 N CL Milton-Freewater

To M.P. 35.32 Wash. State Line

Period Covered: 1-1-71 to 8-31-73

LOCATION		COLLISION TYPE													CLASSIF.						REMARKS
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Left turn Acc.	
Intersection																					
	1971	1		6			4			1	1			13	1	5	7	1	9	3	
	1972			3			2							5		3	2		4	2	
8 mos.	1973	1		2										3		3			8		
	Total	2		11			6			1	1			21	1	11	9	1	21	5	
Non-Inters																					
	1971		1	8		2	8	1	1	2			1	24		11	13		17	8	
	1972	1	1	8	1		4		1					16		8	8		8	4	
8 mos	1973		1	1						1				3		3			3		
	Total	1	3	17	1	2	12	1	2	3			1	43		22	21		28	12	
ALL Accidents																					
	1971	1	1	14		2	12	1	1	3	1		1	37	1	16	20	1	26	11	
	1972	1	1	11	1		6		1					21		11	10		12	6	
8 mos.	1973	1	1	3						1				6		6			8		
Grand total		3	3	28	1	2	18	1	2	4	1		1	64	1	33	30	1	46	17	= Period 2 yr 8 mo. left turns

17/64 = 27%

Form E-593-6

OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

11-26-73 LR

LOCATION Umatilla Co.

Oregon Washington Hwy
Hwy. No. 8 Rte. No. Ore. 11
From M.P. 31.64 NCL Milton-Free
To M.P. 35.32 Wash. State Line
Period Covered: 1-1-71 to 8-31-73

LOCATION		COLLISION TYPE													CLASSIF.					REMARKS
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Left Turn Acc.
L To Slaughter Rd. MP 31.64 To MP 31.90	1971						1							1			1			1
	1972			1			1							2		1	1		1	1
8 mos.	1973									1				1		1			1	
	Total			1			2			1				4		2	2		2	2
At Slaughter Rd. MP 31.90	1971													0						
	1972			1										1			1			
8 mos.	1973													0						
	Total			1										1			1			
laughter Rd. to Cobb Rd. MP 31.90 To MP 32.14	1971							1		1				2		1	1		2	
	1972		1											1		1			1	
8 mos.	1973													0						
	Total		1					1		1				3		2	1		3	
At Cobb Rd. MP 32.14	1971						1							1		1			2	
	1972													0						
8 mos	1973													0						
	Total						1							1		1			2	

Form E-293 6-71

1.

OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

11-26-73 48

LOCATION Umatilla Co

Oregon Washington Hwy

Hwy. No. 8 Rte. No. ORE 11
From M.P. 31.64 NCL Milton-Freewater
To M.P. 35.32 Wash. State Line
Period Covered: 1-1-71 to 8-31-73

LOCATION		COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			Left Turn acc.
cobb Rd to Locust Rd mp 32.14 To mp 32.39	1971					1								1		1			2	
	1972			1										1			1			
8mos.	1973			1										1		1			1	
	Total			2		1								3		2	1		3	
At Locust Rd mp 32.39	1971													0						
	1972													0						
8mos.	1973			1										1		1			1	
	Total			1										1		1			1	
Locust Rd To Umapine Hwy mp 32.39 To mp 32.64	1971						1							1		1			1	1
	1972													0						
8mos.	1973													0						
	total						1							1		1			1	
At Umapine Hwy mp 32.64	1971			1			1							2			2			1
	1972													0						
8mos.	1973													0						
	total			1			1							2			2			1

Form LE-593-C

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

11-21-73 LB

LOCATION Umatilla Co.

Oregon-Washington Hwy

Hwy. No. 8 Rte. No ORE 11

From M.P. 31.64 NCL Milton-Freewater

To M.P. 35.32 Wash. State Line

Period Covered: 1-1-71 to 8-31-73

		COLLISION TYPE													CLASSIF.					REMARKS
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Left Turn acc.
Umapine Hwy To Crockett Rd. MP. 32.64 To MP 33.53	1971			2		1	2		1					6		5	1		6	2
	1972			1	1		1							3		1	2		1	1
8mos.	1973													0						
	total			3	1	1	3		1					9		6	3		7	3
At Crockett Rd MP. 33.53	1971													0						
	1972						1							1		1			1	1
8mos.	1973	1												1		1			5	
	total	1					1							2		2			6	1
Crockett Rd. to Ferndale Rd. MP 33.53 To MP. 33.91	1971			1			1			1				3		1	2		1	1
	1972	1					1		1					3		2	1		2	1
8mos	1973		1											1		1			1	
	total	1	1	1			2		1	1				7		4	3		4	
At Ferndale Rd MP. 33.91	1971						1				1			2	1		1	1		1 Fatal: SBD car struck Ped crossing SBD. MP 33.91 2-2-71 6:25pm Dry, clear, Darkness
	1972			2										2		1	1		1	
8mos.	1973													0						
	total			2			1				1			4	1	1	2	1	1	1

Form E-563-C

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION Umatilla Co

Oregon-Washington Hwy

Hwy. No. 8 Rte. No. Ore 11

From M.P. 31.64 NCL Milton Freewater

To M.P. 35.32 Wash State Line

Period Covered: 1-1-71 to 8-31-73

LOCATION		COLLISION TYPE													CLASSIF.					REMARKS
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Left turn Acc.
erndale Rd to Ballou Rd. MP 33.91 to MP 34.41	1971			1										1			1			
	1972													0						
8 mos.	1973													0						
	total			1										1			1			
At Ballou Rd. MP 34.41	1971	1		2										3		1	2		1	
	1972													0						
8 mos	1973													0						
	Total	1		2										3		1	2		1	
allou Rd to County Rd MP 34.41 To MP 35.07	1971		1	2									1	4			4			
	1972			1										1		1			1	
8 mos.	1973													0						
	Total		1	3									1	5		1	4		1	
At County Rd MP. 35.07	1971							1						1		1			2	1
	1972													0						
8 mos	1973													0						
	Total							1						1		1			2	1

Form E-593-6

4

OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

11-20-73 10

LOCATION Umatilla Co.

Oregon Washington Hwy
Hwy. No. 8 Rte. No. Ore. 11
From M.P. 31.64 NCL Milton-Freewater
To M.P. 35.32 Wash. State Line
Period Covered: 1-1-71 to 8-31-73

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			Left Turn Acc.
ounty Rd To Wash. State Line																			
M.P. 35.07 To M.P. 35.32 1971			2			3							5		2	3		5	3
1972			4			1							5		2	3		2	1
8 mos. 1973													0						
total			6			4							10		4	6		7	4
At [illegible] Line 1971			3						1				4		2	2		4	
M.P. 35.32 1972						1							1		1			2	1
8 mos. 1973			1										1		1			2	
total			4			1			1				6		4	2		8	1

Form E-553-C

Quickie Quickie

For CIV

Before & After Accident information for Silverton Rd - ORE 99E section of Lancaster Dr, NE.

Silverton Rd to Ward Dr:
11-1-69
Before - ~~1966~~ 1967 & 1968
After - 1970, 1971 ~~& 1972~~

Ward Dr to ORE 99E:
10-6-70
Before - 1968 & 1970
After - 1971 & 1972

CSW
11-26-73

7G

11/26/73

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

11/26/73

LOCATION Marion

Lancaster Drive

Hwy. No.____ Rte. No.____

From M.P. Silverton Rd.

To M.P. Ward Drive

Period Covered: [illegible] to [illegible]

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			1967-1968 Before L/T Refuge
[illegible] Sutter																			
[illegible]		1	1			2		1			1		6		1	5		2	
[illegible]		1											1			1			
Total		2	1			2		1			1		7		1	6		2	
At S[illegible] Dr.																			
[illegible]													0						
[illegible]	1												1			1			
[illegible]	1												1			1			
S[illegible] to Ibex																			
[illegible]													0						
[illegible]													0						
Total													0						
At Ibex St. 1967						1							1			1			
[illegible]													0						
Total						1							1			1			
Ibex to Ward Dr.																			
1967													0						
1968													0						
Total													0						
Grand Total	1	2	1			3		1			1		9		1	8		2	

Form E-593-6

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

11/26/73

Rural Motor Vehicle Accident Listing

LOCATION Marion

Lancaster Drive

Hwy. No.____ Rte. No.____

From M.P. Silverton Rd

To M.P. Ward Drive

Period Covered: 1-1-70 to 12-31-71

LOCATION	COLLISION TYPE													CLASSIF.				
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured
Silver[illegible]																		
1970			1		2	1					1		5			5		
1971						1		1					2		1	1		1
Total			1		2	2		1			1		7		1	6		1
At Sutter Drive																		
1970						2							2		1	1		2
1971			1			4							5		2	3		3
Total			1			6							7		3	4		5
Sutter to Iberis																		
1970						1							1			1		
1971													0					
Total						1							1			1		
At Iberis																		
1970						1							1			1		
1971									1				1		1			1
Total						1			1				2		1	1		1
Iberis to Ward																		
1970													0					
1971													0					
Total													0					
Grand Total			2		2	10		1	1		1		17		5	12		7

REMARKS

1970-1971

After

L/T

Refuge

Form E-553-6

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

[illegible] 11/26/73

Rural Motor Vehicle Accident Listing

LOCATION Marion

Lancaster Drive

Hwy. No._____ Rte. No._____
From M.P. Ward Drive
To M.P. Ore. 99E
Period Covered: 1-1-68-12-31-68 to 1-1-70-12-31-70
And

	COLLISION TYPE													CLASSIF.				
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured
At Ward Drive																		
1968						1							1		1			1
1970	1					1							2		2			3
Total	1					2							3		3			4
Ward to Hayesville																		
1968											1		1			1		
1970		1							1				2			2		
Total		1							1		1		3			3		
At Hayesville Dr.																		
1968	1												1		1			5
1970	1					1							2			2		
Total	2					1							3		1	2		5
Hayesville to Milton																		
1968			1										1			1		
1970													0					
Total			1										1			1		
At Milton St.																		
1968			1										1		1			1
1970													0					
Total			1										1		1			1

REMARKS

1968 - 1970
Before
L.T.
Refuge

Form TE-593-6

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION Marion

Lancaster Dr.

Hwy. No.____ Rte. No.____

From M.P.

To M.P.

Period Covered: 1968 to 1970

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
[illegible] to Ore. 22																			
1968													0						
1970													0						
Total													0						
Grand Total	3	1	2			3			1		1		11		5	6		10	

Form TE-593-6

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

J.K. 11/26/73

LOCATION Marion Lancaster Dr. Hwy. No.____ Rte. No.____ From M.P. Ward Dr. To M.P. Ore 99E Period Covered: 1-1-71-12-31-71 to 1-1-72-12-31-72	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	1971-1972 Δ [illegible] 4/T Refuge
At Ward Drive																			
1971	1					2							3	1		2	2	3	
1972	1					1							2			2			
Total	2					3							5	1		4	2	3	
Ward to Ibis																			
1971													0						
1972													0						
Total													0						
At Ibis																			
1971						1							1			1			
1972													0						
Total						1							1			1			
Ibis to Hayesville																			
1971													0						
1972													0						
Total													0						
At Hayesville																			
1971	5					1							6		5	1		7	
1972	1												1			1			
Total	6					1							7		5	2		7	

Form TE-593-6

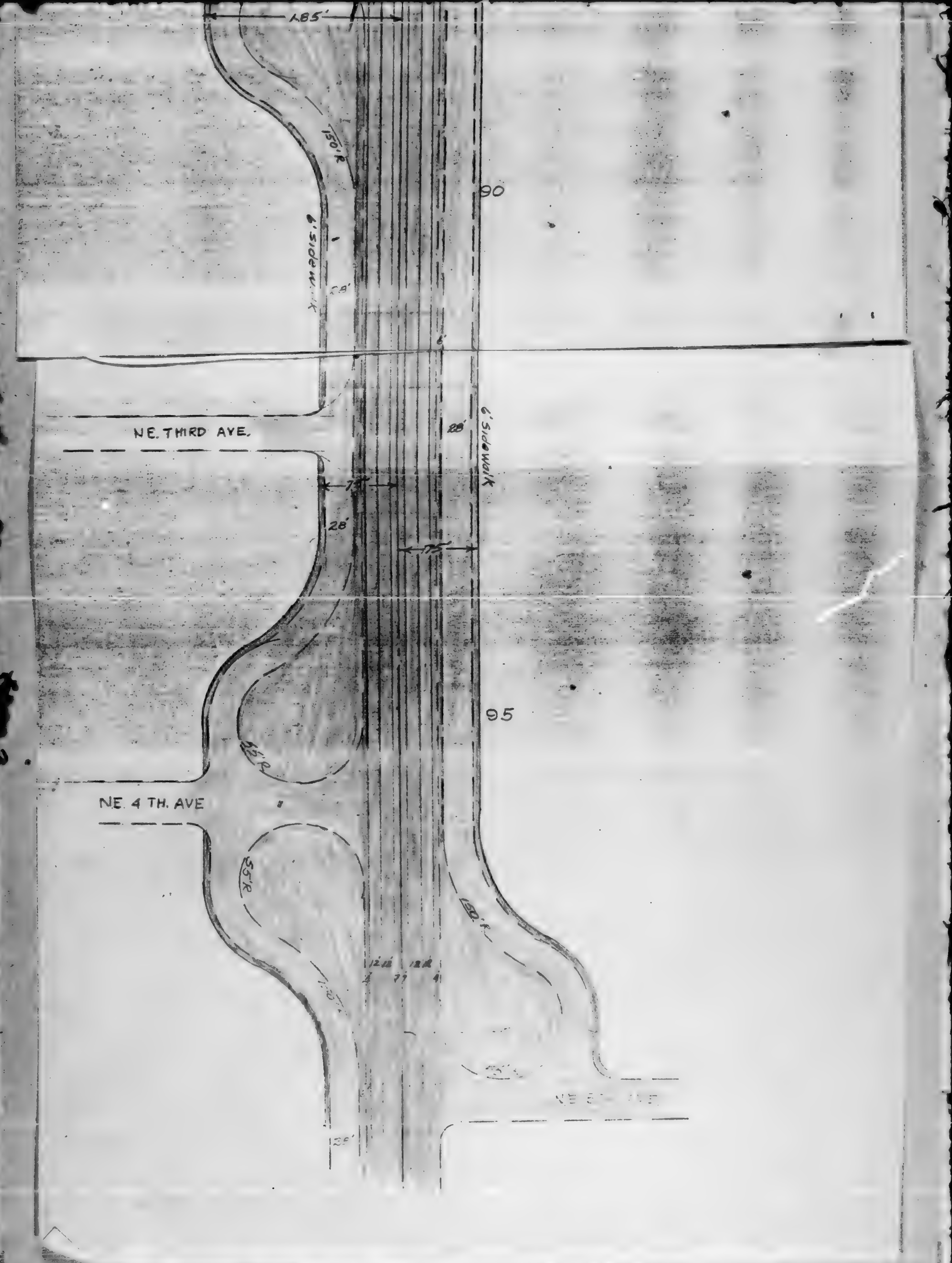
OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION Marion Lancaster Dr. Hwy. No.____ Rte. No.____ From M.P. To M.P. Period Covered: 1971 to 1972	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
Hayesville to Ore. 99E																			
1971													0						
1972											1		1			1			
Total											1		1			1			
Grand Total	8						5				1		14	1	5	8	2	10	

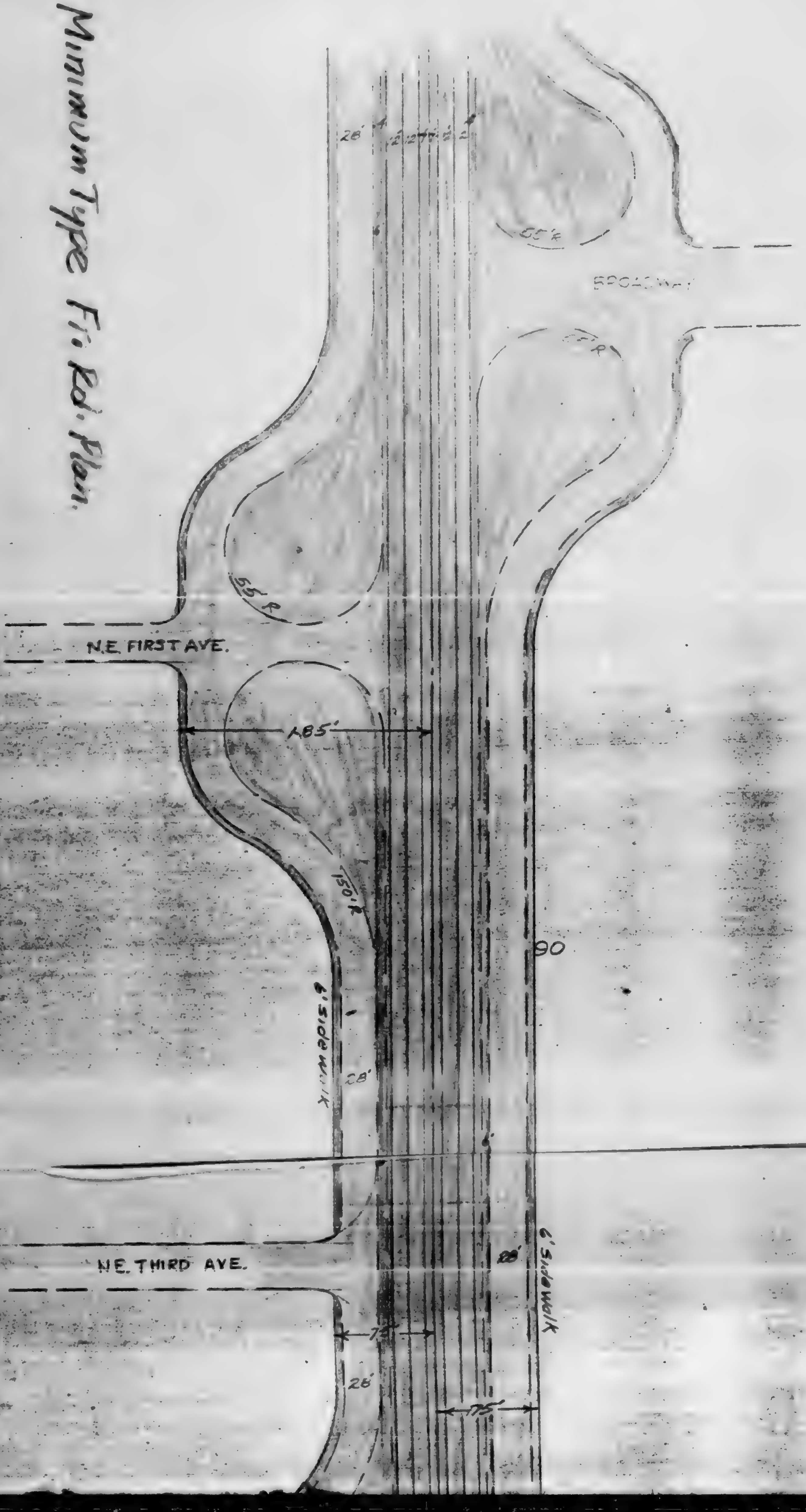
Form E-553-C


185'
150'R
90
6' sidewalk
28'
6'
NE. THIRD AVE.
28'
6' sidewalk
73'
28'
75'
95
55'R
NE. 4 TH. AVE
55'R
150'R
12' 12'
12' 12'
4'
77'
4'
70'
35'
NE 5th AVE
35'

Minimum Type Fr. Rd. Plan

MILTON-FREEWATER-WASH. STATELINE SEC.

Minimum Frontage Rd.


28'
65' R
BROADWAY
65' R
65' R
N.E. FIRST AVE.
185'
150' R
90
6' Sidewalk
28'
N.E. THIRD AVE.
28'
6' Sidewalk
75'
28'
75'

Minimum Type Frontage Rd. Plan

5

7970

FORM 2-30 (REV. 10-69)

Fran

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

1-1(2)
11/2/73

November 27, 1973
Salem, OR 97310

SUBJECT: State-Grandview Irrigation Co.
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

To: W. E. Schwartz
Regional Engineer

ATTN: H. W. Gerlach

REGION 5

MISC. CONTRACTS and AGREEMENTS No. 4857

Attached for transmitting to the Grandview Irrigation Company is a fully-executed copy of the agreement covering the reconstruction of their irrigation facilities to accommodate this project. Please call the Company's attention to the fact that after the work on their facilities is completed, they will be requested to sign a quit claim deed, as specified in Paragraph 3 of THINGS TO BE DONE BY COMPANY in the agreement.

We have retained a fully-executed copy for the Transportation Commission files.

A resume of the pertinent provisions of this agreement and the Sections or Units responsible for their execution is as follows:

1. Construction - Perform the construction work detailed in Paragraph 4 of THINGS TO BE DONE BY STATE. Note the time and duration of any interruption of water in the Company's facilities must be a matter of mutual agreement between the Company and the State.
2. Maintenance - Perform structural maintenance of the work detailed in Paragraph 4 of THINGS TO BE DONE BY STATE.
3. Right of Way - Prepare and submit to me the appropriate forms for the Company to quit claim their rights, as detailed in Paragraph 3 of THINGS TO BE DONE BY COMPANY.

Copies of the executed agreement are being distributed as indicated below.

Phil G Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

NOTED
C. W. HEAD

cc: H. S. Coulter
C. W. Head w/dup. orig. ✓
J. B. Boyd - Attn. Ruth Keller w/att.
D. H. Moehring w/att.
J. F. Hagemann "
W. E. Schwartz " H. N. Van Cleave w/att.
H. W. Oswald " H. W. Gerlach "

SP*62475-734

S

FORM E-30 (REV. 10-69)

#7970

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 27, 1973
Salem, OR 97310

SUBJECT: Hudson Bay District Improvement Company Agreement
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway
Umatilla County

To: W. E. Schwartz
Regional Engineer

ATTN: H. W. Gerlach

REGION 5

Attached for transmittal to the Hudson Bay District Improvement Company is a fully-executed copy of the agreement covering the reconstruction of their facilities to accommodate this project.

We have retained a fully-executed copy for the Transportation Commission files.

A resume of the pertinent provisions of this agreement and the Sections or Units responsible for their execution is as follows:

1. Construction
    - A. Perform the construction work detailed in Paragraph 4 of THINGS TO BE DONE BY STATE. Note: See Paragraph 3 of THINGS TO BE DONE BY STATE for procedure for interrupting the flow of irrigation water in the ditch.
    - B. Any deviation from the plan of adjustment of the Company's facilities and the elevation of flow lines requires the Company's concurrence.
2. Maintenance - Perform structural maintenance of the siphon described in Paragraph 4 of THINGS TO BE DONE BY STATE.

Copies of the executed agreement are being distributed as indicated below.

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: H. S. Coulter
J. B. Boyd
J. F. Hagemann w/att.
W. E. Schwartz "
H. W. Oswald "
H. N. Van Cleave "
H. W. Gerlach "

RECEIVED
[illegible] 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

SP*52475-734

.P 7970

LRW LAG 65 11-23-73 11.23 XX 11-23 AM

HAL VERSTEEG

UMATILLA COUNTY PLANNING COMMISSION MEETING WILL BE HELD IN ROOM 114 OF THE COURTHOUSE IN PENDLETON ON WEDNESDAY, NOV. 28.
TIME OF MEETING I S8 PM AND WE ARE SCHEDULED TO BE THE SECOND ITEM ON THE AGENDA. WE WILL BE I FURTHERXX IN FURTHER TOUCH WITH YOU ON MONDAY TO GET OUR PITCH IN ORDER.

WEXXENX

W E SCHWARTZ
SH¾4

LRW LAG 66 11-23-73 11.35 AM

HAL VERSTEEG

RE TT 65

TIME OF MEETING IS 8 PM.

ATTEND
SH¾4.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 23 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

5

#7970

Salem, Oregon
November 23, 1973

Agenda Item 1g
November 21 agenda

Mr. J. B. Boyd
Right of Way Engineer

Attention: Phil G. Preston

MISC. CONTRACTS and
AGREEMENTS No. 4861

Attached for transmittal to the Hudson Bay District Improvement Company is a fully executed copy of an agreement for reconstruction of their facilities made necessary by the construction of Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

RIGHT OF WAY SECTION
RECEIVED
DEC 20 1973
☐ RE ☐ ARE ☐ APA ☐ FS ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ FA
☐ ROE ☐ BPS

OREGON STATE
HIGHWAY DIVISION

November 9, 1973

AGENDA

1g

TO Oregon Transportation Commission

ORIGINAL SIGNED
E. S. HUNTER

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Hudson Bay District Improvement Company Agreement
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway, Umatilla County

An agreement has been entered into with the Hudson Bay District Improvement Company for the reconstruction of the Company's irrigation facilities made necessary by our highway construction.

The work consists of the construction of a 6' x 6' x 164' long reinforced concrete undercrossing of the highway, with trash racks at each end. The work will be performed by the State's contractor and is estimated to cost $67,500.

The State is to pay the Company $2,000 for the release of all claims for any additional costs to the Company for the improper installation of three 48" culverts which were installed too high under the East Side Road connection, and for the performance of all operational maintenance of the siphon.

The agreement provides that the State will perform the structural maintenance of the siphon; the Company will be responsible for the operational maintenance of the facility. The Company is to grant the State a permanent easement for slopes and irrigation facilities and will allow the State to drain highway surface water into its irrigation canal. Should future adjustments of this facility be required by the State, the adjustments will be done at the expense of the State.

The agreement has been approved by the Federal Highway Administration and the project is eligible for Federal participation.

(A)
2 COPIES TO
BE SIGNED

By [illegible]

Telephonic approval was secured on November 6 from Vice Chairman Carl O. Fisher. This item will be on the agenda at the November 21 meeting for your information and for entry in the Commission minutes.

bc C. W. Head
George M. Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
Phil G. Preston
C. T. Keasey
J. H. Versteeg
V. E. Skoog
L. H. Young
W. E. Schwartz
Gary Sund
Bob Whipps

ja

[illegible]
C. W. HEAD

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 6, 1973

TO MEMO TO THE FILE

AE Johnson

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Hudson Bay District Improvement Company Agreement
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway, Umatilla County

On this date, Vice Chairman Carl O. Fisher approved an agreement between the Hudson Bay District Improvement Company and the State, providing for the reconstruction of the Company's irrigation facilities made necessary by our highway construction.

The work consists of the construction of a 6' x 6' x 164' long reinforced concrete undercrossing of the highway, with trash racks at each end. The work will be performed by the State's contractor and the estimated cost is $67,500.

The State is to pay the Company $2,000 for the release of all claims for any additional costs to the Company for the improper installation of three 48" culverts which were installed too high under the East Side Road connection and for the performance of all operational maintenance of the siphon.

The agreement provides that the State will perform the structural Maintenance of the siphon; the Company will be responsible for the operational maintenance of the facility. The Company is to grant the State a permanent easement for slopes and irrigation facilities and will allow the State to drain highway surface water into its irrigation canal. Should future adjustments of this facility be required by the State, the adjustments will be done at the expense of the State.

The agreement has been approved by the Federal Highway Administration and the project is eligible for ~~Interstate~~ Federal participation.

cc Carl O. Fisher

bc Cecil Head ✓
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
C. T. Keasey
J. H. Versteeg
V. E. Skoog
L. H. Young
W. E. Schwartz

NOTED
C. W. HEAD

ja

FORM E-30 (REV. 10-69)

Info
D/R
Sign
Act
File
FOR
REFER TO

RECEIVED
STATE HWY ENGR
Nov 1 '73

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 30, 1973
Salem, OR 97310

SUBJECT: Hudson Bay District Improvement
Company Agreement
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

To: H. S. Coulter
Assistant State Highway Engineer

BUILDING

Attached are duplicate originals of subject agreement, providing for the reconstruction of the Company's irrigation facilities to accommodate our highway construction.

The work consists of the construction of a 6' x 6' x 164' long reinforced concrete undercrossing of the highway with trash racks at each end. The work will be performed by the State's contractor. The estimated cost of the work is $67,500.

The State is obligated to pay the Company the sum of $2,000 for: (a) the release of all claims for any additional costs to the Company for the improper installation of three 48" culverts (installed too high) under the East Side Road connection, and (b) perform all operational maintenance of said siphon. (The existing agreement between the State and the Company provides that the State shall perform operational maintenance of their siphon, since we have an easement for our highway over their property.)

The State will perform structural maintenance of the siphon, and as stated above, the Company will be responsible for operational maintenance of all of their facilities adjusted or relocated by the provisions of this agreement. The Company agrees to grant the State a permanent easement for slopes and irrigation facilities necessitated by this project. The Company will also allow us to drain highway surface water into their irrigation canal.

In the event future adjustments of the Company's facilities covered by this agreement are required by the State, such adjustments will be performed at the expense of the State.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section, the Right of Way Branch and the Utility Unit. Your approval is requested. If you approve, please transmit both copies to Mr. Klaboe for his approval. Please ask him to return one executed copy to me for transmittal to the Company.

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: J. B. Boyd
C. W. Head

SP*52475-734

5

#7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 21, 1973

400

Mr. Harold Graymer, Chairman
Umatilla County Planning Commission
County Courthouse
Pendleton, OR 97801

Dear Mr. Graymer:

Oregon State Highway 11
Milton-Freewater-Washington
State Line Section

Thank you for your letter of November 8 concerning the design of the Milton-Freewater-Washington State Line Section on the Oregon-Washington Highway.

The project as designed provides four 12-foot lanes, two 10-foot shoulders and a 16-foot median. Access is to be provided at public street intersections and at abutting properties. The design standards used for this section are typical of the modern design standards used on four-lane highways. These standards have been used on many highways in Oregon and have proved to be safe for the motorist.

A more costly project would result with the design of a two-lane highway with frontage roads due to increased right of way required. Also, increased congestion would occur at major intersections as a result of cross movements and turning movements at these locations.

A request for a public hearing was advertised in January of 1970 by the Highway Division. The deadline for submittal of requests was February 16, 1970. On March 5, 1970 the Umatilla County Court sent a reply to the Highway Division that no requests

Copy to Versteeg
11-26-73

NOTED
R. L. SCHROEDER

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

were received for a public hearing. Several public meetings were held between the City Council and the State Highway Division during the design phase of this project.

In the future, we will make every effort to keep the Planning Commission informed on future highway plans in Umatilla County. Thank you again for your interest in this project.

Very truly yours,

ORIGINAL SIGNED BY
R.E. ROYER

Robert E. Royer
Planning Engineer

MB/TS:ap
bc: R. L. Schroeder, w/att. RLS 400
H. S. Cox, w/att.
W. E. Schwartz

UCPC Umatilla County Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

November 8, 1973

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy Schroeder

RECEIVED
NOV 14 1973
PLANNING SECTION

Dept. of Transportation
State Highway Division
Rm. 140, State Highway Bldg.
Salem, OR 97310

ATTENTION: F.B. Klaboe
Administrator and State Highway Engineer

Dear Sir:

RE: Oregon State Highway 11 Milton-Freewater-Wash. State Line Sec.

At our regular meeting November 7, 1973, the Umatilla County Planning Commission passed the following resolution unanimously:

> "The Planning Commission believes that the proposed design for the Milton-Freewater-Wash. State Line Sec. of Oregon Highway 11 could be unsafe and possibly more hazardous than the present road, and the State Highway Department should look to a new design within the existing right-of-way, perhaps a two-lane highway with frontage roads. In all future plans or road changes, we would appreciate being kept informed, hearings should be held, and the Planning Commission should be invited."

Sincerely,

Harold Graymer

Harold Graymer
Chairman

RECEIVED
NOV 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RECEIVED
NOV 13 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

HG/vw
cc: W. E. Schwartz
P.O. Box 850
La Grande, OR 97850

7970

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 20, 1973
Salem, OR 97310

SUBJECT: Construction Agreement
Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
FAP: F-170(22)
Contract No. 7970
R/W File: 47194

To: J. B. Boyd
Right of Way Engineer

BUILDING

Enclosed are two copies of the agreement between the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company) and the State of Oregon by and through its Department of Transportation, Highway Division, covering the reconstruction of the railroad overcrossing of the Oregon-Washington Highway on the Milton-Freewater-Washington State Line Section in Milton-Freewater, Umatilla County. This Construction Agreement has been approved by the Legal Section, the Federal Highway Administration, and other interested Section Heads.

The estimated cost to the State for work to be performed by the Union Pacific Railroad Company is $57,160. This cost will be shared between the State and the Federal Highway Administration on this Federal-aid Primary project.

Please approve this Construction Agreement and obtain the approval of the Chairman or the Vice-Chairman of the Oregon Transportation Commission, and after this approval is obtained, forward it to Mr. Klaboe for his signature. After Mr. Klaboe has signed this agreement, please have it returned to me and I will forward it to the Union Pacific Company for execution by them. Please inform Mr. Klaboe that on Page 1 of 3 of Exhibit "B", the word "ties" has been crossed out and this should be initialed by him at the time that he approves the agreement.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Enc.

cc: F. B. Klaboe
H. S. Coulter
J. L. Sollis
C. T. Keasey
J. H. Versteeg
W. J. Hart
V. E. Skoog
D. H. Moehring
W. E. Schwartz
W. C. Ferguson
H. W. Gerlach

NOTED
H.S.COULTER

SP*32476-734

#-7770

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1973

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

NOTED
F. B. KLABOE

The following agreements have been entered into and will be on the agenda of the November 21 meeting for your information and for entry in the Commission minutes.

1. Approved by Chairman Jackson on October 30, 1973. A construction and maintenance agreement with the Burlington Northern, Inc. granting the State an easement for roadway purposes over and across portions of Burlington Northern's right-of-way, granting the State a temporary haul road crossing, and providing for the reconstruction of the Chemawa Road over the railroad's property on the Woodburn Interchange-Hayesville Interchange Section of I-5. The cost to the State is $48,425, plus flagging costs which have not been estimated. The agreement has been approved by the Federal Highway Administration and the project is eligible for the Interstate participation. -#7866

2. Approved by Vice President Fisher on November 8, 1973. An agreement with Grandview Irrigation Company for the reconstruction of irrigation facilities to accommodate highway construction on the Milton Freewater-Washington State Line Section of the Oregon-Washington Highway. The estimated cost to the State is $1200. The Federal Highway Administration has approved this agreement. -#,1970.

JB:HA

cc George M. Baldwin
C. W. Head
F. B. Klaboe ✓
Gary Sund

#7970

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1973

AGENDA

1h

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Medford, Oregon 97501

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

The following utility agreements have been reviewed by my staff, approved as to legal form, and approved by H. S. Coulter Assistant State Highway Engineer.

1. An agreement with the Southern Pacific Transportation Company for the installation of flashing lights and drop arm gates at the crossing of Singer Hill Road and 10th Street with the Southern Pacific tracks in Oregon City. The total cost of this project is estimated at $27,700 which will be paid by the Highway Division; the Federal Highway Administration will reimburse 100% of this cost. – TRA 13 Ore. City

Needs Comm Approval (Jacksollis)

2. An agreement with the joint owners of Tumalum Ditch to provide for reconstruction of irrigation facilities in conflict with the Milton Freewater-Washington State Line Section of the Oregon-Washington Highway. The work will be performed by the State's contractor at an estimated cost of $16,000. – #7970

If these contracts are satisfactory, please sign the attached copy of the letter and return it to me.

JB:HA
Attachment

cc Carl O. Fischer
Robert L. Mitchell
Anthony Yturri
Robert E. Veatch
George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 2, 1973
Salem, OR 97310

To:

H. S. Coulter
Asst. State Highway Engineer

BUILDING

SUBJECT:

State-Tumalum Ditch Agreement
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Attached are duplicate originals of an agreement between the State and the joint owners of the Tumalum Ditch, who are collectively called "Participants". The agreement provides for the reconstruction of their irrigation facilities in conflict with the project.

The work consists of the construction of a 2' x 2' concrete lined irrigation ditch, approximately 270 feet long, two irrigation siphon boxes and the installation of 230' of 18" siphon pipe. The work will be performed by the State's contractor at an estimated cost of $16,000.

Since the Tumalum Irrigation Ditch existed prior to the construction of our original highway in this area and the Participants have no equipment for operational maintenance, the State will perform structural and operational maintenance of the facilities covered by the provisions of this agreement. The Participants agreed to quit claim all their right, title and interest in their private easements rights located within the right of way in exchange for the above-mentioned work and the perpetual right to operate their facilities, as detailed in this agreement.

In the event future adjustments of the Participants facilities covered by this agreement are required by the State, such adjustments will be performed at State expense.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section, and the Utility Unit. Your approval is requested. If you approve, please transmit both copies to Mr. Klaboe for his approval on behalf of the Transportation Commission under Delegation Order No. 1. Please ask him to return one executed copy to me for transmittal to the Participants.

PGP

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: C. W. Head
J. B. Boyd

NOTED
C. W. HEAD

970 11-17-73

Existing and recommended
Speed Zoning on Ore-Wash.
Hwy. Milton-Freewater

From	TO	
MP. 26.86	MP. 30.75	25 MPH
MP. 30.75	MP. 31.30	40 MPH
M.P. 31.30	MP. 33.86	50 MPH

Existing appears appropriate for now. Will re-evaluate after Construction complete and traffic paterns established

11-27-73

Res. No. 1934
County Umatilla
City Milton-Freewater
Date April 7, 1971

Resolution

WHEREAS, the State Speed Control Board, City of Milton-Freewater (Instituted or Requested by) pursuant to the provisions of ORS 483.108, has caused an engineering and traffic investigation to be made with respect to a certain county road or city street, or sections thereof, more particularly described and defined hereinafter; and

WHEREAS, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Board has found that the speed designated in ORS 483.104 is greater than is reasonable and safe under the conditions found to exist upon the county road or city street, or sections thereof, for which a lesser speed is herein designated and that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the county road or city street, or sections thereof, for which a greater speed is herein designated; and

WHEREAS, the provisions of ORS 483.108 respecting notice and hearing have been complied with;

NOW, THEREFORE, BE IT ORDERED that the designated speed for the following described county road or city street, or sections thereof, is as follows:

Name ~~(County Road)~~ (City Street) Oregon-Washington Highway (Main Street)

Road Number 8 Highway Route ORE11

LOCATION OF TERMINI		Designated Speed
From	To	Miles Per Hour
150 ft. south of SE 14th Avenue (M.P. 26.86)	Little Walla Walla River Bridge (M.P. 30.75)	25 1/2/
Little Walla Walla River Bridge (M.P. 30.75)	500 ft. north of NE 5th Avenue (M.P. 31.30)	40 3/
500 ft. north of NE 5th Avenue (M.P. 31.30)	North city limits of Milton-Freewater (M.P. 31.64)	50

1/ A mile point equation within this section makes it appear longer than the actual 0.90 mile.

2/ Except that in the following sections the designated speed shall be 20 MPH during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104:

CONTINUED

BE IT FURTHER ORDERED that .... (Agency Responsible for Signing) erect appropriate signs upon the above described county road or city street, or sections thereof, giving notice of the speed designated therefor.

BE IT FURTHER ORDERED that signs erected pursuant to this order comply with the provisions of ORS 483.044.

BE IT FURTHER ORDERED that any previous order made by the Board with respect to the designated speed for the above described county road or city street, or sections thereof, which is in conflict with the provisions of this order is hereby rescinded.

.... (Chairman)

.... (Member)

.... (Member)

.... (Member)

Res. No......1934.....
County..Umatilla....
City.Milton-Freewater
Date.April..7...1971

Resolution

CONTINUED

WHEREAS, the State Speed Control Board,.. pursuant to the
(Instituted or Requested by)
provisions of ORS 483.108, has caused an engineering and traffic investigation to be made with respect to a certain county road or city street, or sections thereof, more particularly described and defined hereinafter; and

WHEREAS, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Board has found that the speed designated in ORS 483.104 is greater than is reasonable and safe under the conditions found to exist upon the county road or city street, or sections thereof, for which a lesser speed is herein designated and that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the county road or city street, or sections thereof, for which a greater speed is herein designated; and

WHEREAS, the provisions of ORS 483.108 respecting notice and hearing have been complied with;

NOW, THEREFORE, BE IT ORDERED that the designated speed for the following described county road or city street, or sections thereof, is as follows:

Name ~~(County Road)~~ (City Street) ....Oregon-Washington Highway (Main Street)...............

Road Number...8........Highway Route...ORE11.

LOCATION OF TERMINI		Designated Speed
From	To	Miles Per Hour
Between 50 ft. north of SE 13th Avenue (M.P. 29.94) and 50 ft. south of SE 11th Avenue (M.P. 30.07)		
Between 50 ft. south of SW 4th Avenue (M.P. 30.54) and 300 ft. north of SE 3rd Avenue (M.P. 30.68)		
✓ 3/ Except that between 150 ft. south of NE First Avenue (M.P. 30.98) and 150 ft. north of NE First Avenue (M.P. 31.04) the indicated speed shall be 20 MPH during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.		
Rescinds Res. No. 1664, dated November 26, 1968.		

BE IT FURTHER ORDERED that....Oregon State Highway Division............. erect appropriate
(Agency Responsible for Signing)
signs upon the above described county road or city street, or sections thereof, giving notice of the speed designated therefor.

BE IT FURTHER ORDERED that signs erected pursuant to this order comply with the provisions of ORS 483.044.

BE IT FURTHER ORDERED that any previous order made by the Board with respect to the designated speed for the above described county road or city street, or sections thereof, which is in conflict with the provisions of this order is hereby rescinded.

....
(Chairman)

....
(Member)

....
(Member)

....
(Member)

Nadine

2 B. Crandall

Posted 2-7-62 tm

EXHIBIT "B-1"
COM. MEETING 1-19-62

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon-Washington (Umatilla County)

Highway number 8 Route number ORE 11

M.P. 30.75 (Little Walla-Walla River) to
M.P. 30.98 (N.E. First Avenue of Milton-Freewater) . . . . in city 40 MPH

M.P. 31.15 (N. E. Fourth Avenue) to
M.P. 31.30 (A point 500 ft. north of N.E.Fifth Ave., Milton-Freewater) . . . in city 40 MPH 1/

M.P. 31.30 (A point 500 ft. north of N.E. Fifth Ave.,Milton-Freewater) to
M.P. 33.96 (A point 250 ft. north of Ferndale Road) . . . . 50 MPH

1/ except that between N.E.Fourth Ave. (M.P. 31.15) and a point 500 ft. north of N.E. Fifth Ave. (M.P. 31.21) the designated speed shall be 20 miles per hour during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

This resolution rescinds "Speed Zone Resolution No. 156", adopted May 11, 1954, and "Speed Zone Resolution No. 289", adopted March 5, 1959.

RECEIVED
JAN 24 1962
TRAFFIC ENGINEERING

NOTED
PLANNING SURVEY ENGR.

NOTED
TRAFFIC CONTROL ENGR.

NOTED
ASS'T TRAFFIC ENGR.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 371 be entered in the minutes and records of the Commission as of the 19th day of January, 1962, and that a certified copy of this resolution be forwarded to the Secretary of State.

7970

5

November 15, 1973

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7970 for work
on the Milton-Freewater-
Washington State Line Section
of the Oregon-Washington Highway
in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc St. Paul Fire and Marine Insurance Co.
700 N. E. Multnomah
Portland, Oregon 97232

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
W. G. Ferguson

7970

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE November 14, 1973

TO File

ORIGINAL SIGNED
K. A. CHATWOOD

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT 47818 - Taylor Map 9B-8-1-7
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

The Right of Way Section is not pursuing any acquisition of property or property rights on this file. The property is presently being accessed to the main highway at a point that is illegal.

Mr. Boyd investigated and states that the property can be accessed to the City Street System. I recommend the file be cancelled.

KAC:LS
cc Hal Versteeg
Pat Schwartz
Verne Allen
Adele Egan
Frank Lowe

1 Versteeg J
A. Olson
2 Terpin T
3 Scott S
Swenson
R. Olson
Trout

Oakes to investigate and cancel.

RECEIVED
NOV 15 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

REFERRED TO
~~Cole~~ Reed
[✓ Erikson] EE Sample
Hagen Watson
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

7970 11-13-73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-170(22)

STATE PROJECT NO. MILTON-FREEWATER - WASHINGTON STATE LINE

COUNTY NAME UMATILLA

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO. P-539

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED OCTOBER 3, 1973

DATE AUTHORIZATION EFFECTIVE AUGUST 24, 1973

FEDERAL ROUTE NUMBER PRIMARY ROUTE #19

STATE ROUTE NUMBER OREGON-WASHINGTON HIGHWAY ROUTE #8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

RECEIVED
STATE HWY ENGR
NOV 14 '73
REFER TO
Orig - Plan
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | [illegible] | File

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) RAILROAD ADJUSTMENT WORK.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE UNION PACIFIC RAILWAY COMPANY SUBMITTED WITH MR. CHIDSEY'S OCTOBER 31, 1973 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

DATE 11-13-73

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

ILY
Sunday
ENDENT

Oregonian

Much Warmer

Weather on Page 2

FRIDAY, NOV. 9, 1973 | 10 PAGES | 10 cents

Hermiston area Thursday that the Navy is "less pessimistic" than it has been for some time for an alternate site for its Boardman Practice Bombing Range.

The commandant of the 13th Naval District said he can't mention the other site because of public reaction. He said the site under study has 36 landowners and it would require three years to make the move after Congress has made an authorization.

In the coming spring or summer the Navy may be able to determine if the proposed alternate site is suitable, Tierney told Hermiston Rotarians and Kiwanians, plus the mayors of area cities at a luncheon meeting.

The admiral said funds for the move could be budgeted at the earliest for the 1976 budget year. The authorization for the 1976 budget year would be inside the time frame prescribed for the Carty nuclear power plant, according to the high ranking Naval officer.

In October the Oregon Nuclear and Thermal Energy Council decided that a Portland General Electric nuclear power plant should not be built near Boardman if the Navy's nearby bombing range is not relocated.

There has been talk of coexistence between the nuclear plant and the Navy. One proposal was hardening the proposed plant against possible aircraft accidents. In October the nuclear council voted 6-2 against this coexistence.

This decision, Tierney said, was based on "other than technical grounds, and the resolution was premature." The Navy was disappointed with the decision.

Tierney spoke of the importance of nuclear power in the energy crisis, and said the Navy is in sympathy with the residents of the area who want both the additional power and the agricultural development, and then he added, "We do not want to be responsible for it (nuclear power) not being here."

Continued on Page 10

weeks," committee chairman Henry M. Jackson, D-Wash., said.

spokesmen predicted the passage of such authority by mid-December.

M-F Council Disagrees With Highway 11 Critics

MILTON-FREEWATER — Members of the Milton-Freewater City Council don't like the criticism being voiced of the design for Highway 11.

Umatilla County Planning Director Peter Watson has complained to the State Highway Division that he thinks the sharp increase planned in accesses to Highway 11 from Milton-Freewater to the Washington line will make the highway more dangerous even after it is widened to four lanes.

His complaint was followed Wednesday with a letter from the planning commission which said it thinks the design may be more dangerous than the busy, existing two-lane highway.

Council President Herb Saager expressed displeasure at The East Oregonian news stories about Watson's criticism and the planning commission action, as well as about an editorial that criticized the design.

"Why didn't Watson have something to say before the contract was let?" demanded Saager. "Why didn't he show up at the public hearings we held on the highway? Why did he wait until now to voice his objections to the plan?"

Councilman Mel Lyon observed that the county planning commission had the material for the proposed highway at least three years ago.

"And the papers must have just stayed there on Watson's desk," Lyon said. "We never heard a peep out of him."

Lyon disagreed that the new road will be unsafe. "The way it is planned it will be a much easier road to drive."

The City of Milton-Freewater and the Umatilla County Court turned down opportunities a couple of years ago to schedule public hearings on the road design for the 3.68-mile section that is to be improved. The contract for the job has already been let.

Motorists are going to have to take a detour through the north end of Milton-Freewater while three structures are built along Highway 11 between NE 5th and 8th streets. The city council Thursday night authorized City Manager Steve Loveland to negotiate with the highway contractor, Spencer Construction Co., to improve a bypass from NE 10th Street to Elizabeth Street and down Elizabeth to NE 5th, where the traffic will reenter Highway 11.

Otis Jordan, spokesman for the contractor, said his company will widen and repave NE 10th and Elizabeth Streets, also build catch basins to catch the water runoff before the detour is put into use.

Jordan said it will take about six minths to get the detour ready. Loveland said the city will have to move some utility poles, also a water line on Elizabeth before paving is done, and he thinks the contractor should help bear this expense.

Temperature Goes Up Fast

Sorry, Don. It doesn't look like there will be snow for tonight's football game.

Warm air from the south has pushed temperatures into the 50's, the most dramatic increase coming at mid-morning today.

The temperature in Pendleton at 7 a.m. was 36, at 8 it was up two degrees to 38. The 9 a.m. temperature, was 42, just before the warm air moved in.

The 10 a.m. reading was a balmy 55, it was 59 at 10:30.

For those who hoped for snow at tonight's state quarterfinal football game, including coach Don Requa, things look pretty slushy.

D.B. Cooper In San Diego?

SAN DIEGO (AP) — The FBI says it is investigating whether a man arrested here for an Oregon bank holdup may actually be D. B. Cooper, the first successful parachuting skyjacker.

Arvid Julius Kiperts, 41, of Portland, Ore., was arrested Monday in San Diego's Ocean Beach area and ordered jailed in lieu of $150,000 bond.

Cooper was the name used by a man who parachuted over the state of Washington from a commercial jet which he had hijacked on Thanksgiving eve, 1971. To his chest was strapped $200,000 in ransom.

No body was ever found, Cooper was never arrested and none of the money, whose serial numbers had been recorded, has ever turned up.

The FBI said Kiperts, charged with Oct. 29 holdup at King City, Ore., Savings & Loan Co., is suspected of 15 other Oregon bank holdups since 1970.

ILY
Sunday
ENDENT

Oregonian

Much
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Weather on Page 2

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televised speech that he has "no intention whatever of walking away from the job I was elected to do."

the cause of real peace abroad, and for the cause of prosperity without inflation and war at home.

worthy of that trust in the future."

Miss Woods said she first saw one of the controversial tapes Sept. 29, 1973, when, at Nixon's request, she began the task of transcribing them at the President's mountaintop retreat at Camp David, Md.

"I went up there to try to listen — I use that word advisedly — to take down as much as possible of the tapes that were subpoenaed," she testified at a hearing before all the circumstances surrounding a White House claim that the two tapes never existed.

Miss Woods said that transcribing the tapes had been a "very difficult job," and that despite working until 3 a.m. Sunday morning, and again all day Sunday after arising at 6 a.m., she was unable to complete a transcript of even one conversation.

"The quality is very bad on some," she said.

Monitering of the cutback will be limited to major users — 75,000 kilowatt hours per month.

Sabin said he would make the final decision on whether mandatory curtailment is necessary in December

The 1973 legislature gave Sabin the authority to allocate energy during shortages.

Sabin also said Wednesday that he plans to reorganize his 250-member staff.

cused the President of "an absolute shell ga blaming Congress fo tion.

Sen. Mike Gravel, D-A said the President's m "did not contain specifics in dolla programs to do the jo $10 billion mentioned President is considerab than we spent on Apol

Struve Bridge Hassle May Be Nearing End

The Umatilla County Board of Commissioners at long last may have settled the controversial Struve Bridge problem.

It voted two to one Wednesday to acquire 60 feet of right-of-way from SW 37th west across McKay Creek to SW 44th along SW Kirk Extension. The property is adjacent to the southwest city limits of Pendleton.

Once the right-of-way is acquired, the county can replace the dilapidated Struve Bridge and also construct a road.

Representatives of the Lower McKay Bridge Fund — an association of area property owners — agreed to give the county $3,500 to help offset costs of the project.

The bridge has been an issue for many years and several times the county has agreed to either repair or replace the bridge. But the project always faltered.

"We won't let it falter now," a property owner, Army Sgt. 1/C Dave Oliphant said today.

Commissioner Raymond Rees voted against the motion Wednesday but Raymond Bevans and Chairman C. E. Lassen were for it.

Rees said it isn't fair to use money of all taxpayers on the project. He said it would set a precedent.

Area property owners said it isn't any different than other county road projects that benefit individuals and business.

The discussion Wednesday ran on for more than two hours. Helen Koski, secretary-treasurer of the bridge fund group, reviewed the history of the disputed bridge that serves 21 residences. Oliphant said the problem was caused by a lack of thorough planning and wouldn't repeat itself because the county now has a planning commission that looks at all developments.

Social Security Hike Approved

WASHINGTON (AP) — A divided House Ways and Means Committee stamped its final approval today on a bill to hike Social Security benefits 11 per cent next year and to increase the payroll-tax wage base to pay for them.

After accepting the Social Security measure by voice vote with a scattering of opposition from Republicans, the committee moved into debate on various options for a mini-tax reform plan aimed at raising around $1.5 billion in revenue.

EGONIAN, PENDLETON 11-8-73

rs Feel Highway 11 Design May Be Unsafe

ing Commission on Wednesday y Division it thinks the design for Milton-Freewater could be unsafe than the present two-lane high-

demic, since the construction already been let.

ne after the highway division's r Verne Allen, La Grande, asked er to Fred Klaboe, Salem, state whether the commission agrees Peter Watson.

o the division's regional engineer hway as unsafe because it adds 112 accesses to the existing 185 accesses over a 3.68-mile stretch between Milton-Freewater and the Washington state line.

Allen said the accesses were granted to be fair to all property owners. He said nearly all the property along the highway has been zoned commercial by the county.

Planning Commission Chairman Harold Graymer said today he will ask a highway design engineer to talk to the commission at its next meeting on the safety of the design.

Allen said he has worked for the highway division 17 years but doesn't feel qualified to talk about highway design.

He said that if access points were granted to some property owners and not others, it wouldn't be fair. Those without access points could get them later only by paying the highway division the increased value of the property, he said.

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"I congratulate Pete Watson," said commissioner Tyler Hansell, Hermiston. "It takes guts to ruffle the state's feathers."

Rogers Walla Walla President Succumbs

Harold Barnett of 103 NE Ellis, Pendleton, a founder of the green pea business in Umatilla County, died Wednesday at St. Anthony Hospital. Mr. Barnett, president of Rogers Walla Walla Inc. at the time of his death, would have been 80 next Monday.

He, his father-in-law, L. L. Rogers; and Barney Foster produced the first peas in the county in 1933. The next year, a cannery was built in Athena and in 1935 they constructed the first plant at Milton-Freewater.

Mr. Barnett was instrumental in developing the green pea combine. He built one of the first prototypes of the machine.

He also drove one of the first gas tractors. That was on the farm of his father, William Hugh Barnett, in Franklin County, Wash. His mother's family (she was Anna Green Barnett) also farmed, and it was on that land which much of Whitman College now stands.

Mr. Barnett formerly was a long-time member of the Pendleton School Board and member of the Oregon State Fair Board. He was active in the Pendleton Elks Lodge and was a member of the Presbyterian Church.

He was born Nov. 12, 1893, at Colton, Wash. He attended schools at Walla Walla.

Survivors include a daughter, Mrs. Quentin (Joan) Rugg, Athena; a brother, Lirdon, Walla Walla; and two grandchildren.

Arrangements are pending at Folsoms' Funeral Chapel.

Israelis Accept Proposa

By ASSOCIATED P

The Israeli state rad Israel has accepted point plan worked out the United States for tlement with Egypt.

The radio quoted ment sources in descri plan, reached in talks Secretary of State H Kissinger and his a sessions in Egypt and It said the points wer

—A prisoner of w change "as soon as po

—A supply corridor encircled Egyptian 3r that would be U.N.-sup and run through Isra But it would include n ons, and in no way trolled by Egypt.

—Removal of the E blockade of the Mandeb Strait, Isra outlet to the Indian O

—Negotiations betw raeli and Egyptian commanders to ar more convenient c line for the two sides

—Direct peace neg between Israel and once the first four po fulfilled.

crews out of Pendleton, searched the bottom area well, and then were pulled out.

A helicopter flew over the area Tuesday and Wednesday.

Several men were at the top of the canyon today and four of them went down the hill to continue the search on foot.

Also still on the job is the Civil Air Patrol, Pendleton.

By chaining up all four wheels the CAP is able to drive its four-wheel-drive, military convoy rig into some of the area.

The CAP was on the search all day Wednesday and was back at it today.

It is the ninth day this fall the CAP has helped area law enforcement agencies in searches, including one in Union County recently.

"They have really helped us all fall," said a sheriff's deputy of the Civil Air Patrol, which is headed by Jim Westover.

The CAP uses its four-wheel-drive rig to get into the area, then sets off on foot to search.

One problem in the search for Grittman, according to Westover, is the extremely wet snow.

decades, said that it took her nearly a month, working off and on, sometimes on weekends and far into the

televised speech that he has "no intention whatever of walking away from the job I was elected to do."

the cause of real peace abroad, and for the cause of prosperity without inflation and war at home.

worthy of that trust in the future."

Miss Woods said she first saw one of the controversial tapes Sept. 29, 1973, when, at Nixon's request, she began the task of transcribing them at the President's mountaintop retreat at Camp David, Md.

"I went up there to try to listen — I use that word advisedly — to take down as much as possible of the tapes that were subpoenaed," she testified at a hearing before

all the circumstances surrounding a White House claim that the two tapes never existed.

Miss Woods said that transcribing the tapes had been a "very difficult job," and that despite working until 3 a.m. Sunday morning, and again all day Sunday after arising at 6 a.m., she was unable to complete a transcript of even one conversation.

"The quality is very bad on some," she said.

Monitering of the cut will be limited to major u — 75,000 kilowatt hours month.

Sabin said he would the final decision on wh mandatory curtailmen necessary in December

The 1973 legislature Sabin the authority to all energy during shortage

Sabin also said Wedn that he plans to reorgan 250-member staff.

Struve Bridge Hassle May Be Nearing End

The Umatilla County Board of Commissioners at long last may have settled the controversial Struve Bridge problem.

It voted two to one Wednesday to acquire 60 feet of right-of-way from SW 37th west across McKay Creek to SW 44th along SW Kirk Extension. The property is adjacent to the southwest city limits of Pendleton.

Once the right-of-way is acquired, the county can replace the dilapidated Struve Bridge and also construct a road.

Representatives of the Lower McKay Bridge Fund — an association of area property owners — agreed to give the county $3,500 to help offset costs of the project.

The bridge has been an issue for many years and several times the county has agreed to either repair or replace the bridge. But the project always faltered.

"We won't let it falter now," a property owner, Army Sgt. 1/C Dave Oliphant said today.

Commissioner Raymond Rees voted against the motion Wednesday but Raymond Bevans and Chairman C. E. Lassen were for it.

Rees said it isn't fair to use money of all taxpayers on the project. He said it would set a precedent.

Area property owners said it isn't any different than other county road projects that benefit individuals and business.

The discussion Wednesday ran on for more than two hours. Helen Koski, secretary-treasurer of the bridge fund group, reviewed the history of the disputed bridge that serves 21 residences. Oliphant said the problem was caused by a lack of thorough planning and wouldn't repeat itself because the county now has a planning commission that looks at all developments.

Social Security Hike Approved

WASHINGTON (AP) — A divided House Ways and Means Committee stamped its final approval today on a bill to hike Social Security benefits 11 per cent next year and to increase the payroll-tax wage base to pay for them.

After accepting the Social Security measure by voice vote with a scattering of opposition from Republicans, the committee moved into debate on various options for a mini-tax reform plan aimed at raising around $1.5 billion in revenue.

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Survivors inclu daughter, Mrs. (Joan) Rugg, Ath brother, Lindon, Wall and two grandchildre

Arrangements are at Folsoms' Funeral

East Oregonian, Pendleton 11-8-73

Planners Feel Highway 11 Design May Be Unsafe

The Umatilla County Planning Commission on Wednesday decided to tell the State Highway Division it thinks the design for four-lane Highway 11 north of Milton-Freewater could be unsafe and possibly more hazardous than the present two-lane highway.

The comment may be academic, since the construction contract for the highway has already been let.

The commission action came after the highway division's regional right-of-way supervisor Verne Allen, La Grande, asked the commission to write a letter to Fred Klaboe, Salem, state highway engineer, telling him whether the commission agrees with county planning director Peter Watson.

Watson in a letter last week to the division's regional engineer criticized the design of the highway as unsafe because it adds 112 accesses to the existing 185 accesses over a 3.68-mile stretch between Milton-Freewater and the Washington state line.

Allen said the accesses were granted to be fair to all property owners. He said nearly all the property along the highway has been zoned commercial by the county.

Planning Commission Chairman Harold Graymer said today he will ask a highway design engineer to talk to the commission at its next meeting on the safety of the design.

Allen said he has worked for the highway division 17 years but doesn't feel qualified to talk about highway design.

He said that if access points were granted to some property owners and not others, it wouldn't be fair. Those without access points could get them later only by paying the highway division the increased value of the property, he said.

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"I congratulate Pete Watson," said commissioner Tyler Hansell, Hermiston. "It takes guts to ruffle the state's feathers."

7970

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 9, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT File - 46567 - Busch
Milton Freewater-Washington State Line Section
Oregon - Washington Highway
Umatilla County
R/W Project No. F-170(21)
Construction Project No. F-170(22)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located just South of Intersection of Sunnyside - Umapine Highway. Access control was purchased in 1973.

The present owners have requested this grant for additional maneuvering of his concrete mix trucks.

Our engineers have checked this revision and find that it will benefit the safety and use of the highway.

Mr. Busch is repaying the State the amount per foot that we were paying him to construct a concrete retaining wall through this width of access. This amounts to $139.04. This is considered acequate as the appraiser did not realize the adverse effect to Mr. Busch's operations and to the traffic of the highway when he appraised the taking.

ENCLOSURES

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 6-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 6, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM John R. Oakes
John R. Oakes, Assistant R/W Engineer

SUBJECT File 46567 - Busch
Milton Freewater-Washington State Line Section
Oregon - Washington Highway
Umatilla County
R/W Project No. F-170(21)
Construction Project No. F-170(22)

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Attachments

11-8-73
original & attachments
to John Oakes.

RECEIVED
NOV 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

12 7770

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

MEMO

TO: Planning Commission and
County Commissioners

FROM: Pete Watson

RE: Milton-Freewater-Wash. State
Line Sec. Oregon-Wash. Highway

DATE: November 8, 1973

Mr. W. E. Schwartz, Regional Engineer, and Mr. Dale Allen, Regional Construction Engineer, both of the Oregon State Highway Division, LaGrande, Oregon, have requested a meeting next Tuesday at 1 p.m.

They would be pleased to meet with as many of you as can make it at that time. The meeting will be in my office in the County Courthouse, Pendleton. Thank you.

Pete

Pete Watson
Planning Director

☐ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE NOV 9 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

UCPC Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

October 30, 1973

☐ RE ☒ RCE ☐ RBE ☐ RME
☒ ROE OCT 31 1973 ☐
☐ RDE RECEIVED
REGIONAL OFFICE ☐

Oregon State Highway Division
Region 5
P.O. Box 850
LaGrande, Oregon 97850

Attention: Mr. W.E. Schwartz

Dear Mr. Schwartz:

Re: Oregon State Highway 11
Milton-Freewater to State Line

On January 20, 1972, after a brief correspondence and a meeting with Mr. Frederickson, I wrote a letter urging that when you widen Highway 11 you provide as few access points as possible (see attached). Mr. Frederickson replied on January 28, 1972 that the Design Section in Salem said, in part, that "Access to the highway will be limited as to location, but not prohibited."

It now appears that, not only were an almost unlimited number of access points granted to adjacent property owners, but they were not even "limited as to location", as witness the following, taken from the set of drawings received October 8, 1973 by the Umatilla County Commissioners:

1. The following accesses were granted within 100 feet of an existing side road:

    Slaughter Avenue - 2
    Cobb Road - 2
    Locust Road - 2
    Sunnyside Road - 1
    Tum-a-lum Road - 1
    Crocket Road - 2
    Ferndale Road - 2
    Ballou Road - 1
    Stateline Road - 1

2. On many occasions, access points were given at 100 to 120 foot intervals often several to one property owner.

Regarding the number of access points granted to adjacent property owners, we tabulated the figures (see attached) and would like to point out the following. The figures are for the 3.68 mile segment from the south line of Township 6 North (city limits line of Milton-Freewater) to the Washington border (we felt that the portion south of this is more urban in character).

1. We could find only one place where you propose closing an existing access (stn. 247).

2. You appear to be going to allow all 170 other existing access points. With roads, this is 50.3 per mile or an average of one every 105 feet.

3. In addition, you propose granting 112 more access points (30.5 per mile, an average of one every 173 feet.

4. The potential total number of access points for this 3.68 mile stretch is 297 (including existing roads, and existing and proposed private drives). This amounts to 80.8 per mile or an average of one every 65 feet. In some stretches, the average is as low as 49 feet between drives.

We understand that the access points were granted as a result of negotiations entered into in securing "slope easements", 5 year temporary easements purchased from adjacent landowners to facilitate construction.

While we appreciate the necessity of gaining slope easements, we would question the basic concept of widening the road at all if you are going to grant so many access points as to aggravate the traffic problem for decades to come. What's the point in putting in a 4 lane highway with a 16 foot left turn lane and 10 foot emergency parking strips, if you allow driveways an average of 65 feet apart along the entire 3.68 miles? You certainly, aren't going to encourage frontage roads that way.

We applaud your efforts to make that stretch of road safer for all concerned; we suggest, however, that you may actually increase the danger by instilling a false sense of security and thereby increasing speeds.

In our opinion, the highway as now proposed will solve existing problems only for a few brief years. Worse, it has the built-in potential to create more serious problems later. This is not good planning, this is expediency.. We would recommend that you abandon the project as presently planned and give some serious thought to a true limited-access highway.

The enclosed sketch, showing 4 - 12 foot lanes, a single 10 foot left turn lane, and 2 - 16 foot frontage roads, fits easily within your 100 foot right-of-way and appears to be a safer configuration than your present plan.

We would appreciate hearing from you at your earliest convenience, as we sincerely feel that to build the road as you propose would be a serious and dangerous error.

Sincerely,

P Watson

Peter Watson
Planning Director

PW:bf
enc.

TOTAL LENGTH FROM M-F CITY LIMITS TO STATE LINE - 19,410' OR 3.68 mi.

	EXISTING		POSSIBLE FUTURE		POTENTIAL TOTAL		POTENTIAL GRAND
	W	E	W	E	W	E	TOTAL
ROADS	9	6	-	-	9	6	15
CURB CUTS	82	88	65	47	147	135	282
TOTAL	91	94	65	47	156	141	297
TOTAL E. + W. SIDES	185		112		297		
ROADS + CUTS PER MILE	24.7	25.6	17.7	12.8	42.4	38.4	80.8
ROADS + CUTS PER MILE, TOTAL E. + W.	50.3		30.5		80.8		
AVERAGE DISTANCE APART: IN FEET	214	207	299	413	124	138	65
AV. DISTANCE APART - BOTH SIDES.	108		173		65		

RAW DATA: HIGHWAY DEPT. DRAWINGS:

SHEET	STATION FROM	STATION TO	FEET	EXISTING ROADS W	EXISTING ROADS E	EXISTING DRIVES W	EXISTING DRIVES E	POSS. FUTURE DRIVES W	POSS. FUTURE DRIVES E	POTENTIAL TOTAL	AVERAGE FEET APART	NOTES
6	M-F	125	310	-	-	4	2	·	·	6	52	
7	125	140	1500	1	·	13	8	·	2	24	63	SLAUGHTER RD.
8	140	155	1500	1	·	4	6	10	2	23	65	COBB RD.
9	155	170	1500	1	·	·	6	10	4	20	72	LOCUST RD.
10	170	185	1500	1	·	7	5	6	2	20	72	SUNNYSIDE RD.
11	185	200	1500	-	·	14	13	1	3	31	49	
12	200	215	1500	1	1	2	8	5	3	20	75	APPLETON-TUM-A-LUM
13	215	230	1500	1	1	9	9	3	3	26	58	CROCKET RD.
14	230	245	1500	1	1	10	5	2	5	24	63	FERNDALE RD.
15	245	260	1500	-	·	2	1	9	8	20	75	
16	260	275	1500	1	1	1	3	7	3	16	94	BALLOU RD.
17	275	290	1500	-	·	9	6	4	6	25	60	
18	290	305	1500	-	1	5	9	4	4	23	65	GRAVEL PUB. RD.
19	305	316	1100	1	1	2	7	4	2	17	65	STATELINE RD.
TOTAL	M-F	316	19,410	9	6	82	88	65	47	297	65	

MILTON-FREEWATER · WASHINGTON STATE LINE HIGHWAY

TOTAL LENGTH FROM M-F CITY LIMITS TO STATE LINE - 19,410' OR 3.68 mi.

	EXISTING		POSSIBLE FUTURE		POTENTIAL TOTAL		POTENTIAL GRAND TOTAL
	W	E	W	E	W	E	
ROADS	9	6	-	-	9	6	15
CURB CUTS	82	88	65	47	147	135	282
TOTAL	91	94	65	47	156	141	297
TOTAL E. + W. SIDES	185		112		297		
ROADS + CUTS PER MILE	24.7	25.6	17.7	12.8	42.4	38.4	80.8
ROADS + CUTS PER MILE, TOTAL E.+W.	50.3		30.5		80.8		
AVERAGE DISTANCE APART: IN FEET	214	207	299	413	124	138	65
AV. DISTANCE APART - BOTH SIDES.	105		173		65		

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6	M-F	125	310	-	-	4	2	·	·	6	52	
7	125	140	1500	1	·	13	8	·	2	24	63	SLAUGHTER RD.
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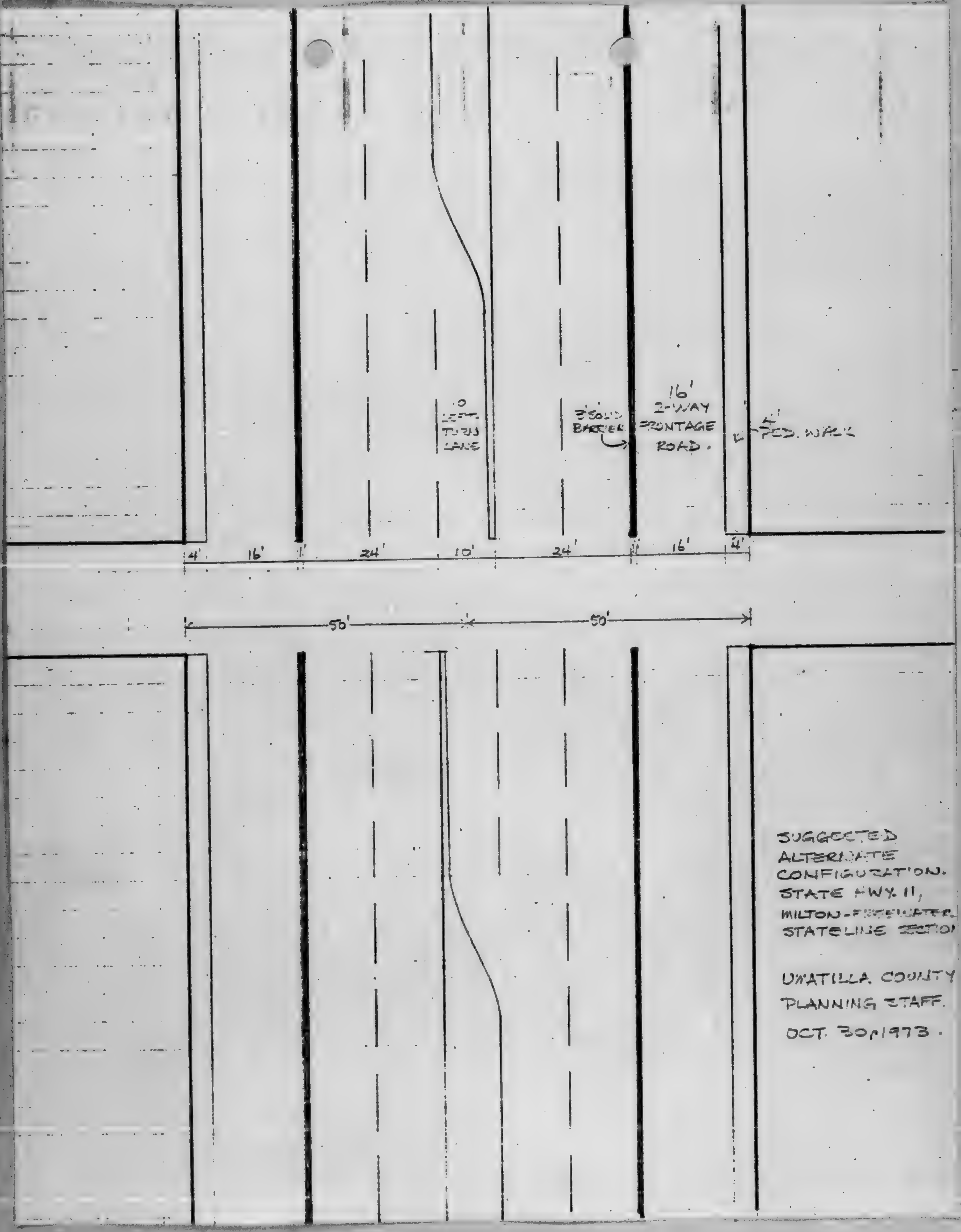
9	155	170	1500	1	·	·	6	10	4	20	72	LOCUST RD.
10	170	185	1500	1	·	7	5	6	2	20	72	SUNNYSIDE RD.
11	185	200	1500	-	·	14	13	1	3	31	49	
12	200	215	1500	1	1	2	8	5	3	20	75	APPLETON · TUM-A-LUM
13	215	230	1500	1	1	9	9	3	3	26	58	CROCKET RD.
14	230	245	1500	1	1	10	5	2	5	24	63	FERNDALE RD.
15	245	260	1500	-	·	2	1	9	8	20	75	
16	260	275	1500	1	1	1	3	7	3	16	94	BALLOU RD.
17	275	290	1500	-	·	9	6	4	6	25	60	
18	290	305	1500	-	1	5	9	4	4	23	65	GRAVEL PUB. RD.
19	305	316	1100	1	1	2	7	4	2	17	65	STATELINE RD.
				9	6	82	88	65	47	297	65	



10
LEFT
TURN
LANE
3' SOLID
BARRIER
16'
2-WAY
FRONTAGE
ROAD.
4'
PED. WALK
4'
16'
1'
24'
10'
24'
1'
16'
4'
50'
50'

SUGGESTED
ALTERNATE
CONFIGURATION.
STATE HWY. 11,
MILTON-FREEWATER
STATELINE SECTIO

UMATILLA COUNTY
PLANNING STAFF.
OCT. 30, 1973.

File

OREGON STATE
HIGHWAY DIVISION

REGION 5

P. O. BOX 850 LA GRANDE, OREGON 97850 PHONE 963-3177

RECEIVED
JAN 31 1972

January 28, 1972

Umatilla County Planning Commission
County Courthouse
Pendleton, OR

RE Milton-Freewater State Line
Oregon-Washington Highway
Umatilla County

Attention Mr. Peter Watson
Planning Director

Gentlemen:

A copy of the letter which was written by your office on January 20, 1972, concerning the subject section was forwarded to our Design Section in Salem for comment. In answer to the points which were mentioned in your letter, they have supplied the following information.

1. In the rural section, the ten foot shoulder area is planned for use as emergency parking only. Within the urban area, parking will be as desired by the City.
2. Access to the highway will be limited as to location, but not prohibited.
3. No lighting is planned on the project.

Please advise this office if you have any further questions on this project, or any other projects currently being planned in your area.

Thank you again for your interest.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF/bv
cc: Frank Hall
Vern Shull

FORM 6-30 (12-67)

☐ RE ☐ RCE F RBE ☐ RME

☒ ROE JAN 26 1972 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1972

SUBJECT: Milton-Freewater State Line Section
Oregon-Washington Highway
Umatilla County

To: W. E. Schwartz
Regional Engineer

REGION V

We have considered Mr. Watson's comments on the subject section as submitted by C. O. Fredrickson's January 21 letter.

A ten foot shoulder will be provided on the project. In the rural portion, this will be for emergency parking only and in the urban areas it may or may not be for parking, as desired by the City. Normally as long as we have our left turn refuge lane, we do not care if parking is prohibited or not. We certainly do not wish the shoulder used as an acceleration lane.

Access will be limited to location but not prohibited.

No lighting is planned on the project.

These comments are for your information, if any questions regarding them arise. We do not anticipate any revision to the design of the proposed project.

Frank L. Hall

Frank L. Hall
Design Engineer

DNS:jg

NOTED
C. O. FREDRICKSON

La Grande, Oregon
January 21, 1972

Milton-Freewater State Line Section
Oregon-Washington Highway
Umatilla County

Mr. Frank Hall
Design Engineer

SALEM

We are enclosing a copy of a letter from the Umatilla County Planning Commission, signed by Peter Watson, planning director, commenting on several features of the design on the subject section. Each of these points was discussed with him at the meeting referred to.

Please consider these suggestions in the preparation of the final design plan for this section.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
Regional Bridge Engineer

COF/bv
Attachment

January 20, 1972

Mr. W. E. Schwartz
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Attention: C. O. Frederickson

Dear Mr. Frederickson:

Re: Oregon State Highway 11
Milton-Freewater to State Line

Thank you for your time and consideration last Thursday morning in meeting here and explaining your plans for the above section of highway.

I am most encouraged by your efforts to provide left-turn areas, your 12 foot lanes and your general arrangement. I would like to stress the following, which we discussed briefly at the time:

1. I would strongly recommend that you not allow parking of any kind anywhere on the road from the road fork in Milton-Freewater to the Washington State border. That 10' outermost strip makes a fine acceleration lane, an essential element I believe to any four-lane facility with as many direct access roads as this one. The argument that you would be depriving existing firms of a present privilege is not viable, since you are not taking any new land or widening your right-of-way. Unauthorized parking on a state highway right-of-way should not confer an ongoing right or privilege.

2. I would again urge you to provide as few access points as possible, and be extremely reluctant to authorize additional ones in future.

3. If you plan to install any new lights, please attempt to only illuminate objects (signs, obstructions, overpasses, etc.). Please avoid those glaring overhead freeway lights so often installed at interchanges. The new Pendleton Third Street Interchange, for

> for instance, is not only difficult to drive through, but potentially dangerous because of the annoying glare from the overhead lights. In contrast, the "Husky Truck Stop" interchange (5 miles west of Pendleton) and the Stanfield junction interchange have no lights and are much safer and easier to use. Incidentally, if overhead lights are deemed essential at an interchange, only the exit areas should be lit; its absurd to light on-ramps and in fact makes it more difficult for those on the freeway to see merging automobiles.

Thank you again for meeting with us January 13, 1972. I would appreciate your adding this letter to any records you have regarding the above stretch of Highway 11, and reading it into the record of any applicable hearings. Thank you.

Sincerely,

Peter Watson
Planning Director

PW:be

RECEIVED

JAN 12 1972

OREGON STATE
HIGHWAY DIVISION

Region 5

P. O. Box 850 La Grande, OR 97850 Phone 963-3177

January ~~7~~ 10, 1972

Umatilla County Planning Commission
County Courthouse
Pendleton, OR 97801

Attention Peter Watson, Planning Director

Gentlemen:

In your letter of January 3, 1972 you discussed the design of the Milton-Freewater to Washington State Line Section of State Highway 11.

The design of this highway at the present time is for the installation of a 4-lane curbed section with a 16-foot painted median and a 10-foot parking strip on each side, for a total width of 84 feet, curb to curb.

The 16-foot painted median will serve as a turning refuge and should alleviate the left turn hazard by taking people out of the travelled lane as they pause to make a left turn from the highway. The 10-foot parking allowance at the outside edge of the travel lanes should alleviate some of the hazard from people pulling in and out of the travelled lanes. It is not planned that a controlled access design be made for this section at this time; and, based on the projected volume of traffic, a controlled access design does not appear to be necessary.

We would be happy to stop in your office and discuss this section of highway with you and will probably be able to do this the morning of January 13. At that time we should have as many of the final plans for this section as are currently complete and should be able to show you what our plans are.

Thank you for your interest in the design and construction of this section.

Sincerely yours,

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc Frank Hall
Vern Shull

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

January 3, 1972

Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Attention: W. E. Schwartz, Region 5 Engineer

Dear Sirs:

Re: State Highway 11
Milton-Freewater to Washington Border

I understand that you will be widening the above road to four lanes in the near future, and would like to respectfully request the following:

1. Make the new road a limited access road, as far as possible.

2. Consider closing off some existing access points.

As I am sure you are aware, the present highway, with its numerous access points, is a high-hazard area for all classes of traffic: residential, shoppers and through-traffic. It would have been preferable, initially, to limit access to every 1/4 or 1/2 mile (or even one mile), and it is not yet too late to bring some order to the chaos. Simply adding two lanes to the road will not bring order, however; that is a temporary expedient only, and will ease the problems only until the volume of traffic increases enough to cause congestion once more. In fact, adding two lanes may increase the accident rate by giving drivers a false sense of security and raising speeds while the hazards of cars stopped for left turns, and of cars pulling on to the road from private drives, are not solved.

What is needed is a complete rebuilding of the highway, incorporating long-term improvements such as limited access. Until permanent solutions are sought there is no point to your working on the road at all.

This may mean, of course, that you will have to arrange rights-of-way or easements to provide access for some firms, and I can foresee many inter-personal and political problems arising. Nevertheless, I feel that the results would justify the efforts involved.

I would appreciate an opportunity to speak with you about this stretch of highway at your earliest convenience and before your plans are too far along to be changed.

Sincerely,

Peter Watson
Planning Director

PW:be

cc: Vern Schell, Resident Engineer
1104 South Main
Milton-Freewater, Oregon 97862

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UCPC Umatilla County Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

November 8, 1973

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO
Hester
FOR
Info | ives | A/D | D/R | Sign | Act | File

cy Schroeder

Dept. of Transportation
State Highway Division
Rm. 140, State Highway Bldg.
Salem, OR 97310

ATTENTION: F. B. Klaboe
Administrator and State Highway Engineer

Dear Sir:

RE: Oregon State Highway 11 Milton-Freewater-Wash. State Line Sec.

At our regular meeting November 7, 1973, the Umatilla County Planning Commission passed the following resolution unanimously:

"The Planning Commission believes that the proposed design for the Milton-Freewater-Wash. State Line Sec. of Oregon Highway 11 could be unsafe and possibly more hazardous than the present road, and the State Highway Department should look to a new design within the existing right-of-way, perhaps a two-lane highway with frontage roads. In all future plans or road changes, we would appreciate being kept informed, hearings should be held, and the Planning Commission should be invited."

Sincerely,

Harold Graymer

Harold Graymer
Chairman

RECEIVED
NOV 13 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

HG/vw
cc: W. E. Schwartz
P.O. Box 850
La Grande, OR 97850

RECEIVED
NOV 13 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

#7990

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East Oregonian
DAILY

Editorials Analysis Opinion

Page 12 Pendleton, Ore., Wednesday, Nov. 7, 1973

Plan for Highway 11 Is Wrong

The Highway Division's plans for widening Highway 11 between Milton-Freewater and the Washington state line appear to be an invitation for trouble.

That stretch has become increasingly busy as the number of roadside businesses has increased and as traffic between Milton-Freewater and Walla Walla has grown. It has become an increasingly dangerous road, too, because of many access points off of and onto the highway and much left-turn movement.

Officials of the Highway Division and in Umatilla County have wanted to improve the stretch, and a contract for construction was recently signed. But it lays out a dangerous plan.

With a right-of-way 100 feet wide, state plans call for four 12-foot traffic lanes (two northbound and two southbound), a 16-foot lane in the middle for left turns, a 10-foot strip for parking on each side and a six-foot sidewalk on each side. The plan reportedly shows 297 access points along the 3.68-mile stretch, or 112 more than the existing 170 access points, and no traffic lights.

Thus, plans call for a wider road (which probably would mean faster traffic), more access points, almost unlimited

from his right, never knows when someone ahead of him will slow suddenly to park or to go off one of the accesses, and he never knows when a driver who has waited and waited in the middle left-turn lane will come hurtling across in front of him.

Highway officials should know better than to plan in that manner.

Handling traffic along a busy commercial strip is always a problem, but the Umatilla County Planning Dept. came up with a safer plan.

It calls for four 12-foot traffic lanes, a 10-foot lane in the middle for left-turning traffic, a 16-foot frontage road on each side, no parking along the highway and a four-foot sidewalk on each side.

The aim is to reduce the number of accesses — places where vehicles can enter or leave the highway — by using a frontage road that would parallel the highway on each side and serve the businesses along the road. Traffic would be able to enter or leave the frontage road just where roads came into Highway 11. That would cut down sharply the danger that exists on a busy highway when cars can leave, enter and cross over any time they want to.

NOTED
H. S. COULTER

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

Hand-delivered
by Hal Kistler

Plan for Highway 11 Is Wrong

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Thus, plans call for a wider road (which probably would mean faster traffic), more access points, almost unlimited crossing of the highway by vehicles turning left and parking parallel to and next to the outside traffic lane.

There are similar stretches — many businesses, unlimited access, unlimited left turns across oncoming traffic — elsewhere in the country, and they are dangerous.

A driver in such a situation [illegible]

from his right, never knows when someone ahead of him will slow suddenly to park or to go off one of the accesses, and he never knows when a driver who has waited and waited in the middle left-turn lane will come hurtling across in front of him.

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A state Highway official said the Planning Dept. plan would cost too much and not meet state requirements. If he meant that the middle lane or the frontage roads would be too narrow to handle traffic, perhaps adjustments could be made.

As for expense, it's better to lay out more dollars for con- [illegible]

NOTED
H. S. COULTER

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

Hand-delivered
by Hal Kistler

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 6, 1973

TO MEMO TO THE FILE

AE Johnson

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Hudson Bay District Improvement Company Agreement
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway, Umatilla County

On this date, Vice Chairman Carl O. Fisher approved an agreement between the Hudson Bay District Improvement Company and the State, providing for the reconstruction of the Company's irrigation facilities made necessary by our highway construction.

The work consists of the construction of a 6' x 6' x 164' long reinforced concrete undercrossing of the highway, with trash racks at each end. The work will be performed by the State's contractor and the estimated cost is $67,500.

The State is to pay the Company $2,000 for the release of all claims for any additional costs to the Company for the improper installation of three 48" culverts which were installed too high under the East Side Road connection and for the performance of all operational maintenance of the siphon.

The agreement provides that the State will perform the structural Maintenance of the siphon; the Company will be responsible for the operational maintenance of the facility. The Company is to grant the State a permanent easement for slopes and irrigation facilities and will allow the State to drain highway surface water into its irrigation canal. Should future adjustments of this facility be required by the State, the adjustments will be done at the expense of the State.

The agreement has been approved by the Federal Highway Administration and the project is eligible for Interstate participation.

cc Carl O. Fisher

bc Cecil Head
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
C. T. Keasey
J. H. Versteeg
V. E. Skoog
L. H. Young
W. E. Schwartz

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LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 6, 1973

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for the authority, pursuant to ORS 763.040, to alter a separated crossing of Oregon-Washington Highway No. 11 (known as the Milton-Undercrossing) under the tracks of O.W.R.& N. Company (Union Pacific Railroad Company, Lessee) in the City of Milton-Freewater, Umatilla County, Oregon.
PUX No. 883, SFX 645

Dear Fred,

Enclosed is a copy of Order No. 73-717 issued by the Public Utility Commissioner on October 30, 1973, relative to the above-subject matter.

Sincerely

Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

am
cc: C. R. Burghart
A. E. Johnson
Walter J. Hart
C. T. Keasey
D. H. Moehring
W. E. Schwartz
James E. Chidsey
R. P. Hamilton
H. S. Cox
G. A. Starkey

NOTED
H.S.COULTER

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
NOV 7 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Order No. 73-717

Crossing No. 2H-36.9-B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 645

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for the authority, pursuant to ORS 763.040, to alter a separated crossing of Oregon-Washington Highway No. 11 (known as the Milton Undercrossing) under the tracks of O.W.R. & N. Company (Union Pacific Railroad Company, Lessee) in the City of Milton-Freewater, Umatilla County, Oregon.	ORDER

On July 5, 1973, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner to alter a separated crossing of Oregon-Washington Highway No. 11 (known as the Milton undercrossing) under the tracks of Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company, Lessee) in the City of Milton-Freewater, Umatilla County, Oregon.

Copies of the application were duly served upon the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee (hereinafter jointly referred to as "railroad"), the City of Milton-Freewater and Umatilla County. This matter was assigned Commissioner's Docket Number SXF-645.

On July 31, 1973, railroad duly filed a response to the application in Docket SXF-645. In its answer, railroad prayed for an order authorizing construction of the grade separation structure described in the application in SXF-645, subject to applicant's acceptance of the following condition:

Repairs to the grade separation structure above the bottom of the beams, plus the beam-bearing assemblies, occasioned by damage caused by motor vehicles traveling on the public highway, shall be the responsibility of applicant.

Copies of railroad's response were duly served upon all parties of interest. By letter dated August 28, 1973, applicant stated it had no objection to an order being entered in accordance with railroad's response.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted under the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to alter the separated crossing as requested herein is hereby granted.

(2) Applicant shall:

- (a) Construct the new grade separation structure, including the approaches thereto, and bear all the cost thereof;
- (b) Upon completion of the project, maintain the grade separation structure up to the bottom of the beams, except for the beam-bearing assemblies, maintain all highway appurtenances thereto, and make all repairs to the grade separation structure occasioned by damage caused by motor vehicles traveling on the highway facility, and bear all the cost thereof.

(3) Union Pacific Railroad Company shall:

Upon completion of the project, maintain that part of the grade separation structure above the bottom of the beams, plus the beam-bearing assemblies, except for repairs occasioned by damage caused by motor vehicles traveling on the highway facility, and bear all the cost thereof.

(4) Upon completion of the project, applicant shall notify the Commissioner.

Made, entered and effective October 30, 1973.

RICHARD W. SABIN
Public Utility Commissioner

by Thomas Y. Higashi
Deputy Commissioner

7970

s

November 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 29, 1973 is requested in the award of contract for the Milton-Freewater - Washington State Line Section, Project No. F-170(22).

The contractor receiving the award is S. D. Spencer & Son, in the amount of $3,846,802.50, with Contract No. 7970 assigned. This bid was received on October 25, 1973 and awarded on November 1, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration
endorsement

Date ____________________
I concur in the award.

G. L. Green, Division Engineer

DAR:bb

797

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OREGON STATE HIGHWAY DIVISION

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

November 6, 1973

Mr. Peter Watson, Planning Director
Umatilla County Planning Commission
County Courthouse
Pendleton, Oregon 97801

NOTED
E. S. HUNTER

Dear Mr. Watson:

RE: Milton-Freewater to Washington State Line Project
Oregon - Washington Highway

This is in reply to your October 30, 1973 letter requesting that frontage roads be constructed on the Milton-Freewater to Washington State Line project on Oregon State Highway 11. I wish to say that your letter clearly outlined and very well documented the problem as you see it. The basic error we see in your proposal is that there is no way we can design the frontage road system you suggested, within the existing right-of-way, and meet current highway safety design standards. The additional right-of-way that would be required would be approximately 25 to 40 feet on both sides of the highway. Taking this amount of right-of-way in a built-up area would severely damage many houses and businesses.

The existing design which provides for 10-foot paved shoulders, left-turn lanes, and a 16-foot median is a much safer design than exists.

I would like to suggest that the Regional Engineer, Pat Schwartz, and I meet personally with you and Commission Chairman Lassen next week to discuss this matter. We will telephone your office and confirm a time and date for this meeting.

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STATE HWY ENGR
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Info	Inves	R/D	D/R	Sign	Act	File
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10-9 73

Sincerely,

Wendell E. Schwartz
Regional Engineer

By Dale D Allen

Dale D. Allen
Regional Construction Engineer

RECEIVED
NOV 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DDA:sh

cc Commission Chairman Lassen w/attach
A. E. Johnson w/attach
Verne Allen "
Bill Ferguson "

7970

November 5, 1973

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

Re: Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached application completed by you.

Information required is:

Telephone number and signature of contractor and the name and address of any subcontractor doing this work.

You may expedite this matter by returning the completed application as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By: ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

called re this on 11-21-73
sent copy of this 11-26-73
Recd signed application
on 12-5-73 DLT

DLT:jh
cc: W. E. Schwartz
W. C. Ferguson

OSHD Permit No.: 81
Name: Milton-Freewater-
Washington State Line
Oregon-Washington Hwy.
Umatilla County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: S. D. Spencer & Son
Corporate Name or Individual (Please Print)

4614 NE 72nd Avenue, Vancouver, WA 98661
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~[illegible]~~ Removal is dirt and gravel.

b) Estimated Quantity (Removal) Over 50 Cu.Yds. ~~(Fill)~~

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~[illegible]~~ of Removal ~~[illegible]~~ Remove existing structure and excavate for footings for new structure.

e) ~~[illegible]~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~[illegible]~~ Awarded: November 2, 1973
~~[illegible]~~ Time: 475 Calendar Workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Little Walla Walla River

b) Tributary of Walla Walla River

c) Located in See Plans (Legal Description) of Section 1 Twp. 5 N R. 35 E.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED

OCT 17 1973

ROAD
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SECTION

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W E SCHWARTZ

RE - MILTON-FREEWATER-WASH. STATE LINE SEC.
X N. UNIT RICHMOND JCT-GIRDS CR. SEC.

BOTH JOBS OFFER PROSPECTIVE MATERIAL SOURCES. ARE THERE ANY STREAMS INVOLVED THAT WILL REQUIRE A REMOVAL/FILL PERMIT IF THE CONTRACTOR USES THE SOURCE.

REPLY REQUESTED

DON TROUT
IB ¾&.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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OCT 17 1973
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DON TROUT

RE YOUR TT 31

NO XXXXX STREAMS INVOLVED IN THE MATERIAL SOURCES.

R C LANG

JE--.

FROM DIVISION OF STAT LANDS

Highway Job No 81
Milton-Freewater-Washington
State Line

PRELIMINARY
ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1219 - revised

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(xx) 2. The operation shall be conducted in a manner that will ~~behind a berm sufficient to isolate the operation from the free flowing stream and~~ prevent any turbidity increase (xx) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(xx) 3. ( ) a. The river shall not be diverted from its present channel.
(xx) b. At the project's completion, the stream shall be
(xx) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________________.

(xx) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (xx) _xx_ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED ~~prior to~~ __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ____________________ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ______________________________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(xx) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts

( ) ~~11.~~ with other users occur.

August 16, 1973

FORM E-30 (REV. 10-69)

RECEIVED

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1973

SUBJECT: Little Walla Walla River
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

To: Mr. Donald L. Trout
Road Design Office Engineer

In response to your request for clarification of a statement made on a Removal/Fill Permit which would allow construction in the Little Walla Walla River only when the stream is dry, the following information is offered.

Two steelhead runs are present: (1) adults migrating upstream between January 15 and June 15 and (2) fries migrating downstream between January 15 and June 15. It should be noted that the majority of fish in these runs are not found in the Little Walla Walla River but instead use the Walla Walla River. Between June 15 and January 15 there is not a significant number of fish in the stream; therefore, during that period construction activities would not conflict with the fisheries resource.

All comments presented to the Division of State Lands by both the Fish Commission and the Wildlife Commission originated with Mr. Mike Golden, Wildlife Commission in Pendleton. Mr. Wayne Burke, Fish Commission in Elgin, was not familiar with the stream and conferred with Mr. Golden on the project. Both men submitted reviews to their corresponding Portland offices. The original restriction was submitted by Mr. Chuck Walters, Fish Commission, and read, "work should be done while the diversion is dry". The Division of State Lands substituted the word "shall" for "should" to make it an enforceable statement.

None of the parties involved appear too concerned about having a dry diversion unless construction activities are such that excessive turbidity might occur. Mrs. Jan Haley, Division of State Lands, is presently talking with Mr. Walters to determine if the restriction can be deleted from the application.

If for any reason a dry channel is desirable, it would be possible to divert all irrigation water from the Little Walla Walla River into the Hudson Bay Irrigation Canal without interrupting service to any user. This diversion will require a conditional-use permit from the State Engineer's office. A letter from Mr. Gerald O. George, U. S. Soil Conservation Service, which outlines the requirements for the temporary diversion, is attached. It would appear from information contained in this letter that the Hudson Bay Irrigation Canal siphon should be constructed prior to any diversion of water from the Little Walla Walla River.

As stated in my memo of June 25 on the Hudson Bay Irrigation siphon, water is diverted into that canal on May 1. The season extends as late into the summer as water supplies will permit, usually into late August. The main irrigation season for water in the Little Walla Walla River is between April 1 and October 1 each year; however, according to Mr. Leo Wells, Hudson Bay Irrigation Company manager, water is sometimes diverted as early as January.

In summary, it would appear that the Little Walla Walla bridge could be constructed between the months of October and January without a conflict with irrigation or fisheries interests. If a dry channel is required, construction could occur any time after the siphon is built so that all water could be diverted into the Hudson Bay Irrigation Canal.

If you have further questions, feel free to contact us.

Richard L. Lenz
Hydraulics Engineer

By Stephen H Macnab
Stephen H. Macnab
Hydrologic Engineer

Attachment

cc Victor D. Wolfe
W. J. Hart
J. E. Chidsey
W. E. Schwartz

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
P. O. Box 1067, Pendleton, Oregon 97801

August 10, 1973

Mr. Steve McNabb
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. McNabb:

In reference to our telephone discussion on August 9 and 10, 1973. I talked to Dean Beauchamp on August 10, 1973, about the Nursery Bridge and Little Walla Walla diversions. Mr. Beauchamp said that if the Nursery Bridge diversion was completed first that all the water north of Eighth Street could be diverted through this Ditch. Mr. Beauchamp said there were no water users from the Little Walla Walla between the Route 11 crossing at Safeway Store and the Eighth Street junction.

Mr. Beauchamp stated that any change of diversion would need to be between the State Highway Department and the State Engineer. He said the Hudson Bay District Improvement Company had just completed a legal action adjudicating their points of diversion. He said they did not want to become involved in further litigation on this point. If the diversion is made, there is to be a very definite understanding that it is related to the Oregon State Highway Route 11 improvement and not a concession or change on the District's part.

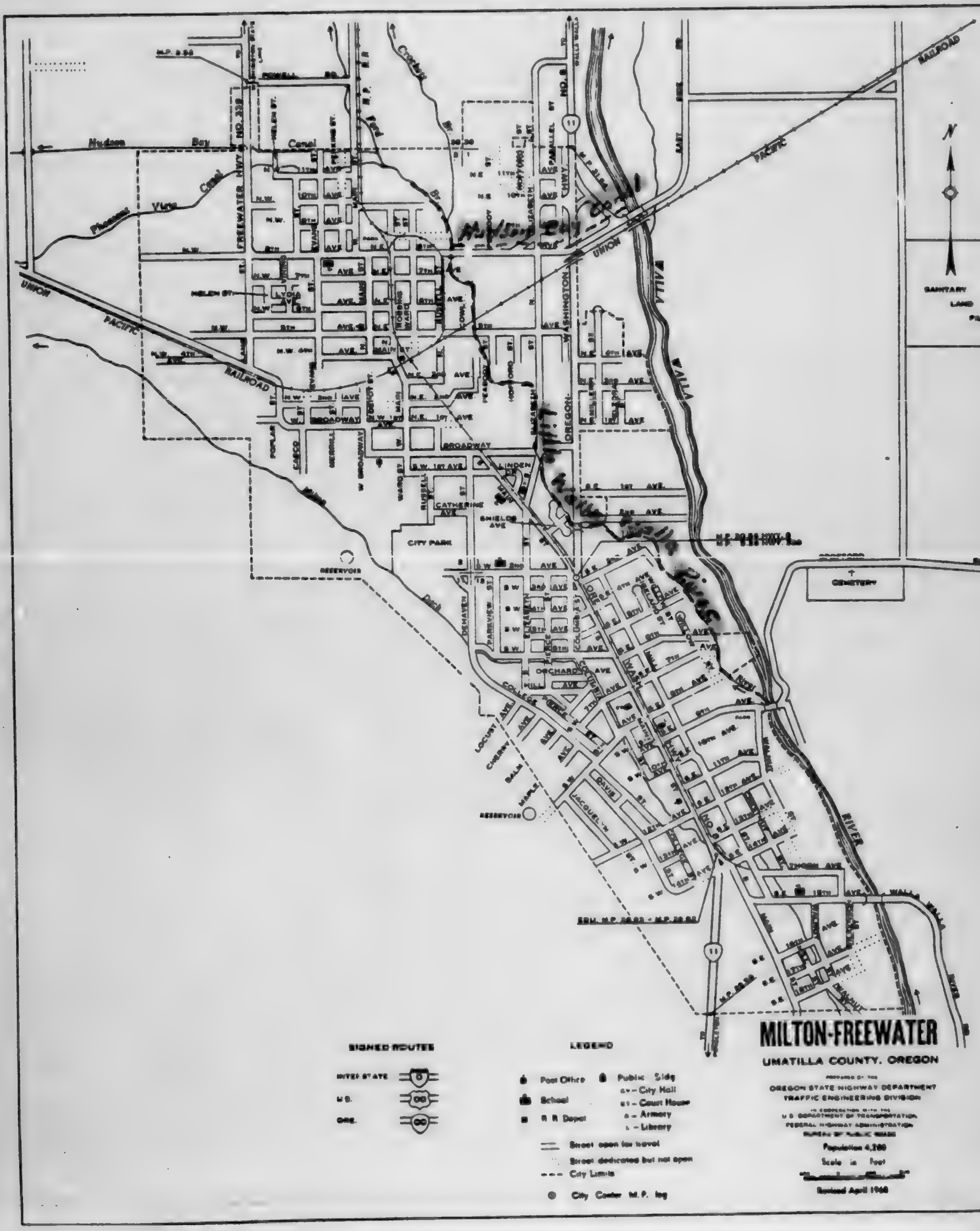
While I was there I checked the Little Walla Walla. There is still a good stream flowing. You probably should check with Chris Wheeler, Oregon State Engineer, to find out what the flow is.

I will say that generally irrigation flows are cut off about October 1 each year so any flow between that date and March 30 would be related to the fishery in the Little Walla Walla. You might want to check this out with the Game Commission.

Sincerely,

Gerald George
Gerald O. George
Project Engineer

cc: Mike Golden, Oregon State Game Commission
Harlin Gerlach, Oregon State Hgwy. Division
Dean Beauchamp, Hudson Bay District
Improvement Company
Mayor B. R. Pilger, Milton-Freewater



SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log
N
UNION PACIFIC RAILROAD
Hudson Bay Canal
Phoenix Vice Canal
WALLA WALLA RIVER
FREEWATER HWY NO. 339
BROADWAY
LINDEN
CATHERINE AVE
SHIELDS AVE
CITY PARK
RESERVOIR
ORCHARD
COLLEGE
LOCUST AVE
CHERRY
MAPLE
DAVIS
JACQUELYN
DEHAVEN
PARKVIEW
WASHINGTON
OREGON
CEMETERY
SANITARY LAND FILL
Hudson Bay Canal
Little Walla Walla River

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised April 1968

Little Walla Walla River
Umatilla County
Highway Job No. 81
Milton-Freewater — Wash. State Line

PRELIMINARY
ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1219

( ) 1. The Department of Environmental Quality
  ( ) a. has issued Waste Discharge Permit No. ____________ for this project.
  ( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will ~~behind a berm sufficient to isolate the operation from the free-flowing stream and~~ prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(xx) 3. ( ) a. The river shall not be diverted from its present channel.
  (x) b. At the project's completion, the stream shall be
    (x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (xx) xxx GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED ~~prior to~~ __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ____________________ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ______________________________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

* (x) 10. Work shall be done while the diversion is dry.

(x) 11. The Division of State Lands retains the right to temporarily halt or modify the

( ) ~~xx~~ operation should excessive turbidity, damage to natural resources, or conflicts

with other users occur.

August 3, 1973 * I'm checking into this — Don Trout

7970

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

NOVEMBER 5, 1973

File Ref.
D 9043 - 32 - 3
(Special)

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Attached are Oregon State Highway Division's plans and special provisions concerning reconstruction of Bridge at Milepost 36.69 at Milton-Freewater over the Oregon-Washington Highway.

These plans have been reviewed and are satisfactory. Only the cover of the special provisions and Dwgs. 29185 thru 29193, Sheets 1 thru 9 of 13, have been stampled approved.

Very truly yours,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

encs.

XC: E.S. Hunter.
J.H Versteeg
W.J. Hart w/plans & Specs.
C.G. Swenson

RECEIVED
NOV 7 - 1973
UTILITY UNIT

RECEIVED
NOV 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, S ttle, Wn., & Portland, Ore.

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
W. C. Ferguson
Don Trout ✓
William Geibel (SAIF)

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 2, 1973

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The Oregon Transportation Commission on November 1, 1973, accepted your proposal for work on the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County in the amount of $3,846,802.50 and referred it to the Administrator of Highways to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and later that same day the Administrator of Highways awarded you the project, which has been assigned Contract No. 7970.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin November 15, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 2 1973
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring up
Other

7970

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 2, 1973
Salem, OR 97310

To:
H. S. Coulter
Asst. State Highway Engineer

BUILDING

SUBJECT:
State-Grandview Irrigation Co.
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Attached are duplicate originals of subject agreement, providing for the reconstruction of the Company's irrigation facilities to accommodate our highway construction.

The work consists of the installation of 102' of 12" conduit and 102' of 6" steel water pipe to be installed inside the conduit.

The 12" conduit will be installed by the State's contractor and the 6" steel pipe will be extra work. The estimated cost of both of these is $1200.

The State will perform structural maintenance of the facilities installed within the State highway right of way. The company will perform all operational maintenance of the work included under this agreement.

In the event future adjustment of the Company's facilities, covered by this agreement, are required by the State, such adjustments will be performed at the State's expense.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section, and the Utility Unit. Your approval is requested, If you approve, please transmit both copies to Mr. Klaboe for his approval on behalf of the Transportation Commission under Delegation Order No. 1. Please ask him to return one executed copy to me for transmittal to the Company.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

cc: J. B. Boyd
C. W. Head

11-6-73
Signed agreements
to FBK

-7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 2, 1973

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Oregon Project No. F-170(22)
Milton-Freewater - Washington State Line
Oregon-Washington Hwy. No. 8
State of Washington

Dear Mr. Green:

Submitted herewith are two conformed copies of a Cooperative Construction-Finance Agreement covering construction, adjustment of utilities, financing, and future maintenance along a portion of subject project lying within the State of Washington.

Due to an oversight, no advance copy of this agreement was forwarded to your office.

Please give this matter your attention and, if your concurrence is required, notify this office and certified copies from the Transportation Commission files will be presented for the proper signatures.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor C. Holmes
Office Engineer

RECEIVED
NOV 2 1973
Office of [illegible]

MCH:ljt
Att.

cc: R. L. Schroeder ✓
L. H. Young
Walter Barrie
C. W. Head

7970

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 1, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM F.E.T.
F. E. Terpin, Final Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Milton-Freewater - Washington State Line Project
Oregon-Washington Highway
Umatilla County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	PRICE $	AMOUNT $
60	Concrete Walks	Sq. Yd.	5,000	6.00	30,000.00
62	Concrete Bicycle Ramps	One	37	50.00	1,850.00
98	Class "A" Concrete	Cu. Yd.	62/900	130,000.00	8,957.00
99	Reinforced Steel	Pound	21,000 305,700	100,000.00	6,870.00
106	Reinforced Concrete Bridge End Panels	Sq. Yd.	13	30.00	390.00
102	Preparation of Slopes	Sq. Yd.	22	5.00	110.00
103	Concrete Slope Paving	Sq. Yd.	22	10.00	220.00
104	Berm Paving	Sq. Yd.	5	10.00	50.00
			TOTAL		$48,447.00

Width: 6 ft. 8 ft.

Length: 8360 ft. 1200 ft.

Total of all contract items $ 3,846,802.50
1.26% of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

NOTED
E. S. HUNTER

RECEIVED
NOV 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7970

52

10/24-73

November 1, 1973

Mr. W. M. Foster
Assistant Director for Highway Development
State of Washington
Department of Highways
Highway Administration Building
Olympia, Washington 98504

MISC. CONTRACTS and
AGREEMENTS No. 4831

Dear Mr. Foster:

Attached for your records is a fully executed copy of an agreement concerning construction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway.

We have retained a fully executed copy of this agreement for the Oregon Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

cc Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

A. E. Johnson
H. S. Cox (conf. agree. att.)

OREGON STATE
HIGHWAY DIVISION

October 18, 1973

AGENDA
[illegible]

5 U

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A. E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Cooperative Construction-Finance Agreement
State of Washington

The State of Washington has signed an agreement concerning construction of the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway, a portion of which lies within the State of Washington along SR 125.

Basically this agreement provides for Oregon to prepare the plans, award the contract and supervise construction of the project. The two States are to cooperate in the relocation or adjustment of any utility installations that may be in conflict. All work will be confined within the existing right-of-way boundaries. Upon completion of construction, Oregon will submit an itemized statement of actual costs, based on contract bid prices, with a request for reimbursement by Washington.

The State of Washington, (by letter), has stipulated that Oregon shall include in its construction contract a provision requesting the contractor to indemnify the State of Washington and protect it from all claims, demands, and law suits arising out of the work performed by the contractor. The costs to be reimbursed to Oregon by Washington are restricted to those necessary and proper costs attributable to the extension of the project within the State of Washington and compiled in accordance with standard accounting procedures. This project is currently scheduled for bid opening on October 25, 1973, with an estimated cost of $3,300,000.

(A)
3 COPIES TO
BE SIGNED

This matter will be presented for your consideration at the October 24 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
Finance Branch
J. H. Versteeg
J. B. Boyd
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Sund
Bob Whipps

MCH:ljt dpy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
October 16, 1973

SUBJECT: Coop. Construction-Finance Agreement
Milton-Freewater - Washington State
Line Section
Oregon-Washington Hwy. #8
State of Washington

To: Mr. A. E. Johnson
Deputy State Highway Engineer

BUILDING

Transmitted herewith are four signed copies of an agreement with the State of Washington concerning construction of subject project, and a suggested draft of a letter that may be used for presentation to the Transportation Commission.

Please review the agreement and if all is in order, have this matter placed on the agenda for the October 24 Commission meeting.

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

Att.

RECEIVED
STATE HWY EN

OCT 16 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act

Umatilla Co/[illegible]

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

RECEIVED
COUNTY & CITY SECTION
OCT 16 1973
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

October 12, 1973

State of Oregon
Highway Building
Salem, Oregon 97310

Attention: A. E. Johnson
Deputy State Highway Engineer

SR 125-Oregon State Line Vicinity
Agreement No. GC-3439

Dear Mr. Johnson:

Pursuant to our letter of September 27, 1973, and recent discussions between our staff and representatives of your office, we are returning for execution by Oregon, four copies of the agreement forwarded by your letter of July 16, 1973, covering the construction of a section of the subject highway within Washington by Oregon.

This agreement has been executed for the State of Washington with our understanding that Oregon shall include in its construction contract a provision requiring the contractor to indemnify the State of Washington and protect it from all claims, demands, and law suits arising out of the work performed by the contractor.

It is further understood that the costs to be reimbursed to the State of Oregon by the State of Washington are to be restricted to those necessary and proper costs attributable to the extension of the project within the State of Washington and compiled in accordance with standard accounting procedures.

Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. Foster

By: W. M. FOSTER
Assistant Director for
Highway Development

GHA:is
WMF

cc: T. R. Garlington
J. H. Cooper

7970

1859

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 30, 1973

Mr. J. D. King
Director of Public Works
Milton-Freewater
City Hall
722 S. Main
Milton-Freewater, OR 97862

City Water & Sewer Line Adjustment
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Dear Mr. King:

Our letter dated September 7, 1973, approved your estimate and sketch map dated August 31, 1973, and confirmed our verbal authorization for you to order materials and advertise for bids, effective July 16, 1973. This authorization was subject to an audit of your actual costs. The audit was performed on September 12, 1973, by our Utilities Accountant, Jess Jones. All unit costs were substantiated.

Your August 31 letter detailed the allocation of costs between the City and the State. However, the estimated cost of the work on the W-1 water line is $31,566.38 (Sheets 1 and 2 of the plans and Pages 2 and 3 of the August 31 estimate). The City and State's share is $8,077.83 and $23,488.55, respectively. Since the State's share is over our $10,000 lump sum limit, we agreed to participate in our proportional share of the work - that is $23,488.55/$31,566.38 or 74.41% of the total cost of the work on the W-1 line. The State's share of the remainder of the work covered in the August 31 letter is approved.

NOTED
H.S. COULTER

We concur in the award of the contract for the work covered in your August 31 letter to W. J. Shockman & Son, who submitted the low bid of $31,273.72. This will confirm our verbal concurrence given by our representative, Mr. Gerlach, effective October 15, 1973.

Reimbursement for the work performed on and subsequent to July 16, 1973, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion date of the work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

bc: H. S. Coulter
G. L. Green
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz " (2)
W. C. Ferguson "
H. W. Gerlach "

7970

FORM 6-30 (REV 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

October 30, 1973
Salem, OR 97310

SUBJECT: Hudson Bay District Improvement Company Agreement
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

To: H. S. Coulter
Assistant State Highway Engineer

BUILDING

Attached are duplicate originals of subject agreement, providing for the reconstruction of the Company's irrigation facilities to accommodate our highway construction.

The work consists of the construction of a 6' x 6' x 164' long reinforced concrete undercrossing of the highway with trash racks at each end. The work will be performed by the State's contractor. The estimated cost of the work is $67,500.

The State is obligated to pay the Company the sum of $2,000 for: (a) the release of all claims for any additional costs to the Company for the improper installation of three 48" culverts (installed too high) under the East Side Road connection, and (b) perform all operational maintenance of said siphon. (The existing agreement between the State and the Company provides that the State shall perform operational maintenance of their siphon, since we have an easement for our highway over their property.)

The State will perform structural maintenance of the siphon, and as stated above, the Company will be responsible for operational maintenance of all of their facilities adjusted or relocated by the provisions of this agreement. The Company agrees to grant the State a permanent easement for slopes and irrigation facilities necessitated by this project. The Company will also allow us to drain highway surface water into their irrigation canal.

In the event future adjustments of the Company's facilities covered by this agreement are required by the State, such adjustments will be performed at the expense of the State.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section, the Right of Way Branch and the Utility Unit. Your approval is requested. If you approve, please transmit both copies to Mr. Klaboe for his approval. Please ask him to return one executed copy to me for transmittal to the Company.

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

11-1-73
approved
agreements
to Klaboe

PGP:jly
Attach.

cc: J. B. Boyd
C. W. Head

7470

5

P. O. Box 850
La Grande, Oregon
October 24, 1973

Letter Form Agreement
State-Walter Roloff
End User of Loudagan Ditch
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Mr. Walter W. Roloff
Route 4, Box 234
Locust Road
Milton Freewater, Oregon 97862

Dear Mr. Roloff:

The reconstruction of the above mentioned highway will require reconstruction of certain irrigation facilities, commonly known as Loudagan Ditch. Since you are the end user of that ditch and the only one affected by the proposed work, we wish to enter into this agreement for the purpose of reconstructing said highway and irrigation facilities.

By this letter agreement, State acknowledges you have had and will continue to have the right to operate and maintain the Loudagan Ditch across the M. Warlock and Broadway Finance Inc. Properties within the easement areas obtained by the State, as shown colored blue on the attached sketch, marked Exhibit "A", and by this reference made a part hereof.

The State agrees to build an access road suitable for farm tractors adjacent to the Loudagan Ditch across the Broadway Finance Inc. property.

It is understood that any adjustment or relocation of the ditch facilities required by this project will be reconstructed in a like condition with a minimum loss of water.

If this meets with your approval, please sign on the space provided below and return one copy to me. The other copy is for your records.

Very truly yours,

Walter W Roloff
Walter W. Roloff

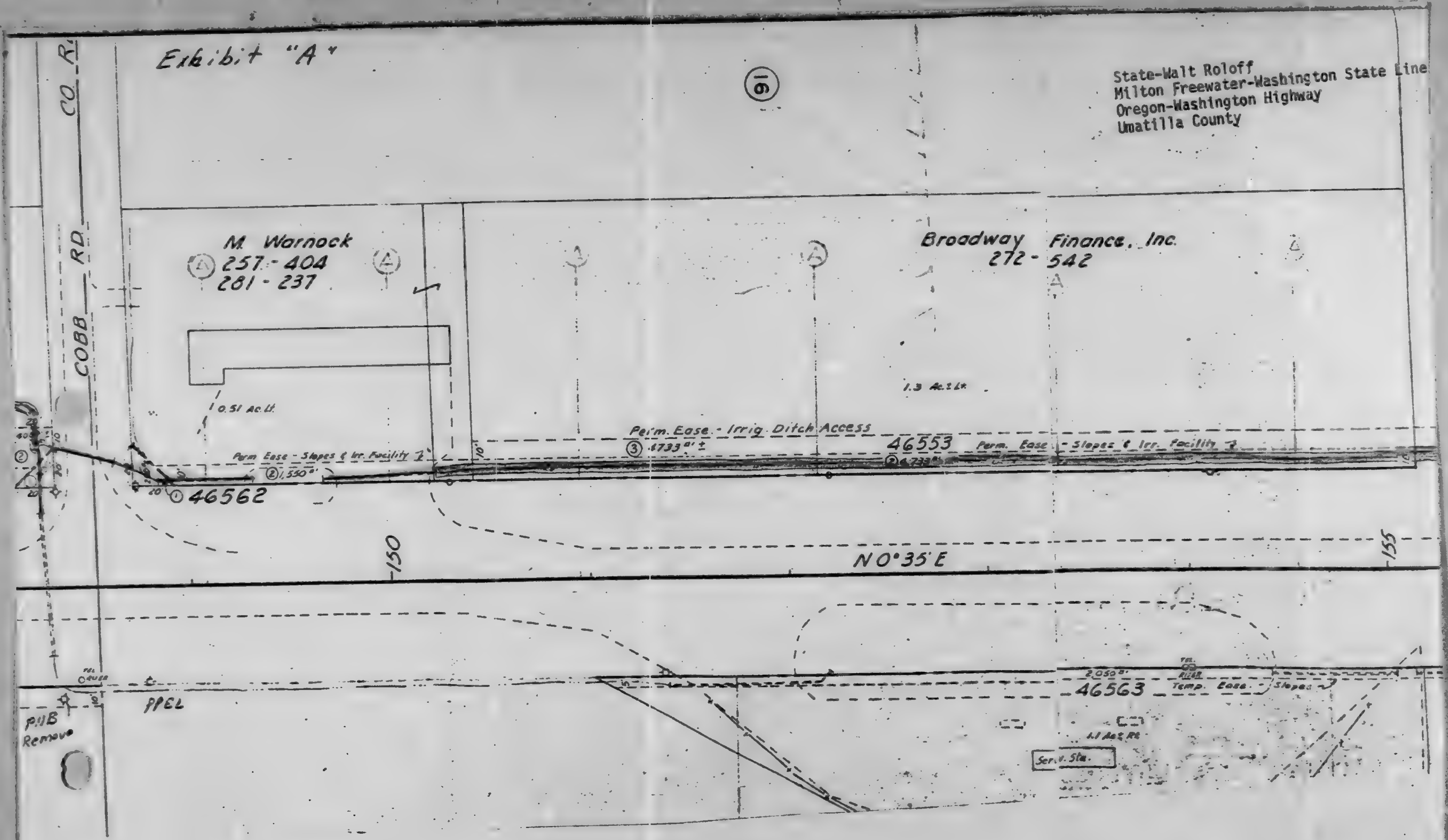
H Gerlach
H. W. Gerlach
Regional Utilities Engineer

HWG:sk

cc W. E. Schwartz
Bill Ferguson
H. W. Gerlach
File 46565.
Gen Files
Jack Sollis

RECEIVED
OCT 26 1973
UTILITY UNIT

Exhibit "A"


91
CO. R.
COBB RD.
M. Warnock
257-404
281-237
0.51 Ac. Lt.
Perm. Ease. - Slopes & Irr. Facility
② 1,550□'
① 46562
Perm. Ease. - Irrig. Ditch Access
③ .6733 Ac. ±
46553
Perm. Ease. - Slopes & Irr. Facility
Broadway Finance, Inc.
272-542
1.3 Ac. ± Lt.
-150
N 0°35' E
-155
2,050□'
46563
Temp. Ease. - Slopes
1.1 Ac. Rt.
Serv. Sta.
PPEL
P.I.B.
Remove

State-Walt Roloff
Milton Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County

3. Motorist Service Signing
Pacific Highway
Six Counties

LOGO signing project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Grade, pave, structures and signing project.

Pedestrian/bicycle concrete 6-foot sidewalks are provided in the urban area of Milton-Freewater from South Main Street to Slaughter Road. Provisions for future sidewalks are included to the state line. These provisions include concrete curbs, 7-foot earth footpath (berm) and bicycle ramps.

5. Owyhee River (Overstreet) Road Bridge
FAS 23-125
Malheur County

Structure project.

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and bike trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Woahink Lake Bridges
FAS 226 (Canary Road)
Lane County

Structures (3) project

Bicycle/pedestrian sidewalks will be provided on all three structures.

7970

S

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon

Telephone 963-3177

October 10, 1973

File No. 47096-MC ELROY
Oregon-Washington Highway
Umatilla County

Mrs. James B. McElroy
P. O. Box 83
Milton-Freewater, Oregon 97862

NOTED
A. E. [illegible]

Dear Mrs. McElroy:

This is in reply to your October 1, 1973, letter to Mr. Klaboe pertaining to an access problem on the Oregon-Washington Highway within the city limits of Milton Freewater. This office has been requested to investigate the problem for Mr. Klaboe and advise you of our findings.

In March, 1973, you were contacted by personnel from our Right of Way Section for the purpose of acquiring a temporary slope easement for the Milton Freewater-Washington State Line project. Our Right of Way people have advised me that on that portion of the above project that is adjacent to your property and within the city limits of Milton Freewater, we did not purchase any access rights from the abutting property owners. Curb cuts were granted, subject to city codes. We were advised that your property is zoned commercial, but considered residential because of its present use. Mr. King, the City Engineer, advised our people that the city code requires that residential property must have 90 feet of frontage and an area of 7,000 square feet to qualify for two curb cuts. Your property has a 69 foot frontage, which is under the minimum requirement.

NOTED
H. S. COULTER

Based upon the above information, your request for an additional curb cut would be in violation of present city codes.

RECEIVED
STATE HWY ENGR
OCT 12 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

We realize that you still have the problem of trucks blocking your driveway and can only suggest that yous pursue this matter with the City Engineer's Office for a possible solution.

If we can be of any further assistance, please advise.

Very truly yours,

W. E. Schwartz
Regional Engineer

By Dale D Allen

Dale D. Allen
Regional Construction Engineer

DDA:je

cc: F. B. Klaboe
Jack King
Verne Allen

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
October 9, 1973

☐ RCE
RDE ☐
☐
OCT 1973
RECEIVED
REGIONAL OFFICE

SUBJECT: File No. 47096 - MC ELROY
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

To: Dale D. Allen
Regional Construction Engineer

LA GRANDE

This is in answer to your letter of 10/8/73 regarding curb cuts on the McElroy property and our policy re same within city limits of Milton Freewater.

No access control was taken within the city limits. Curb cuts were granted at the property owners request where reasonable and were approved by the City Engineer. Subject property is zoned commercial but considered residential because of its present use. According to the City Engineer, Mr. King, the city code requires a residential property must have 90 feet of frontage and an area of 7000 S.F. to qualify for two curb cuts. This property having only 69 foot frontage is well under the minimum requirement.

According to Jock Elliott's owner-contact report, (copy attached), the McElroy's did mention the two curb cuts, but they were told that because of the limited frontage they could have only one. They seemed to be satisfied. Mr. King cannot remember talking to the Mc Elroy's nor does his file show that they had ever contacted his office.

It is my opinion that the truck parking and curb cuts are matters that they should take up with Mr. King and the city.

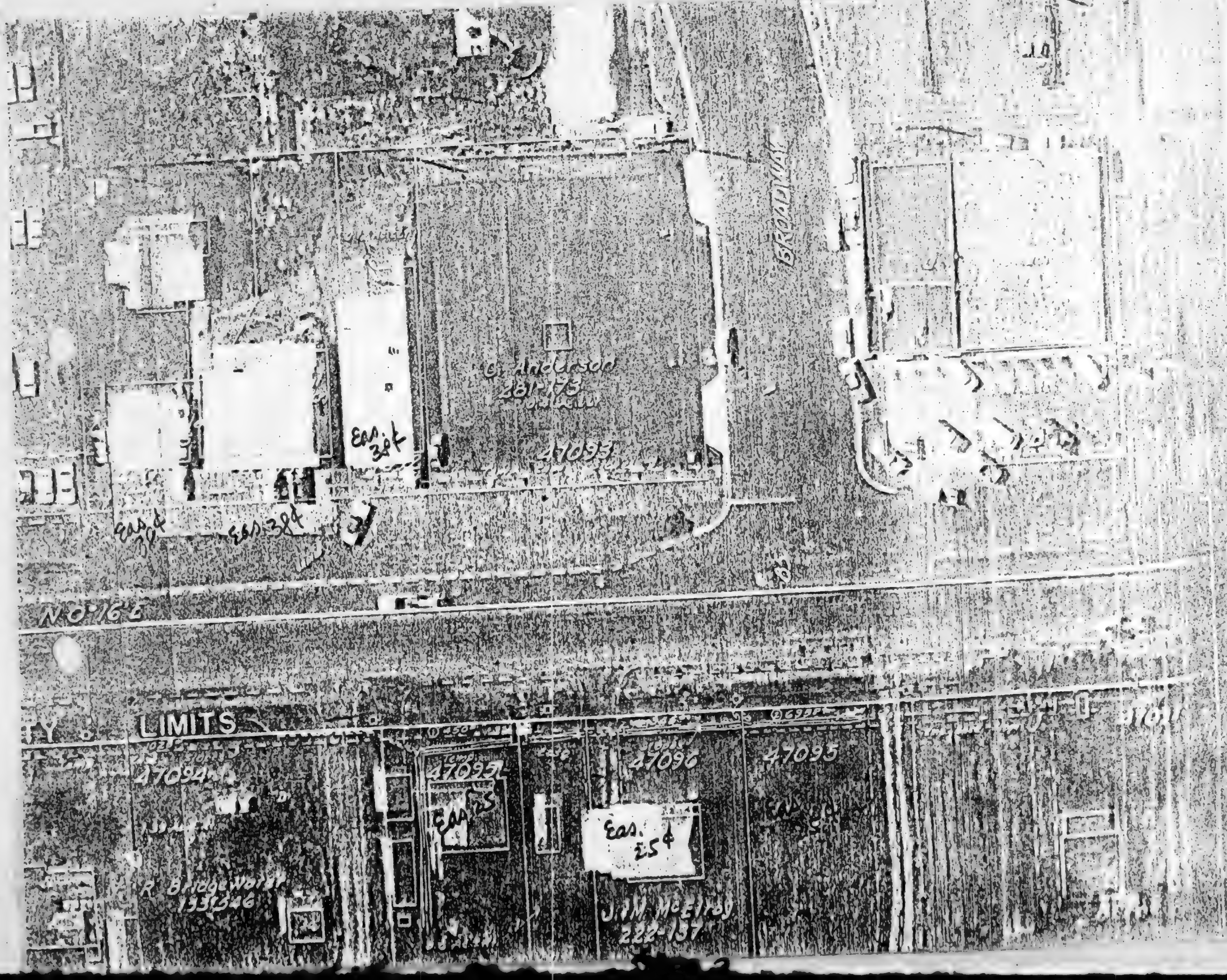
Curb cuts were allowed at Station 83+29 on the property to the South; 84+22 on subject property and at Station 85+39 on the property to the North.

If I can be of further assistance, please advise.

Verne A. Allen
VERNE A. ALLEN
Regional R/W Supervisor

VAA/cre
attachments

cc: J. B. Boyd w/attachments



BROADWAY
NO. 16 E
TY
LIMITS
C. Anderson
281-173
47093
Eas. 38¢
Eas. 38¢
Eas. 38¢
47094
R. Bridgewater
133-546
47095
Eas. 25
47096
Eas. 25¢
J. M. McElroy
222-137
47095

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contrac urchaser ☐ Other ____ le No. 47096

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name MC ELROY

☒ Acquisition ☐ Relocation ☐ Other ____ Section Milton Freewater-Washington State Line

Name James McElroy Address P.O. Box 83, Milton Freewater, OR 97862

Documents Delivered:	Date
Brochures, A & R	3/28/73
Letter, O-Benefit	3/28/73
Option	3/28/73
R Claim Forms	

Area of Taking 345 S.F. Amount Approved $ 300.00

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$300.00	N/A	N/A	3/28/73	3/28/73
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
3/28/73	Mr. & Mrs. James McElroy Jock G. Elliott Met with the McElroys to discuss acquisition of a Temporary five (5) year Easement for Slopes on their property. Explained Easement, how it would affect them, and its duration. Made verbal offer and delivered offer-benefit letter and acquisition pamphlet. The offer was acceptable to them. We discussed access next. They would like two (2), but I explained that the city, who controls the access there, would probably not grant two (2) with such limited frontage. They were not very worried about two (2) accesses as long as the one now was put back in its present condition. They signed the options and kept one copy. tt/

By ____________
Use reverse side (tumblehead) Right of Way Agent

E-708 7-19-71

October 1, 1973

☐ RCE
☐ ROE
☐ RDE
RECEIVED
REGIONAL OFFICE

Mr. F. B. Claboe
State Highway Engineer
State Highway Bldg.
Salem, OR 97310

Dear Mr. Claboe:

We live on Oregon 11 across from the Broadway intersection just out of Milton-Freewater.

We have a front footage of 69 feet, four in our family, all drivers and all have cars. We have a one car driveway and being on the main highway have trouble getting on and off the highway as well as getting in and out our own driveway. Aside from our own problems we have problems with trucks blocking our driveway - see enclosed photo.

When we were contacted by a highway representative on the temporary easement (copy enclosed) we asked at that time if it would be possible to have another curb cut so we could have an in-and-out drive. The representative was pleasant with us but told us to contact the City. We were shuffled from here to there with our request and were finally told the City had the last word. When we asked them for a decision they went back through the laws and said there was an old ordinance that states a property owner has to have so much front footage to qualify for more than one curb cut unless they have a business. The word came back to us verbally through the highway representative that first contacted us. There was nothing in writing. We feel we were not even given due consideration with our request.

Our property is zoned rural residential, the tax assessor has increased our valuation for business property, and other requests seem to receive attention. We were told that you may listen to our problem and give us fair consideration with our request. We would appreciate hearing from you.

Sincerely,

Mrs James McElroy
James B. McElroy
P. O. Box 83
Milton-Freewater, OR 97862

RECEIVED
STATE HWY ENGR
OCT 3 '73
REFER TO
Courta
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

✓

7970

October 5, 1973

Mr. W. M. Foster, Assistant Director
  for Highway Development
Washington State Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Foster:

This is in reply to your September 27 letter relative to the agreement covering work in your state under our contract for the Milton-Freewater - Washington State Line project.

We will extend the "hold harmless clause" for the State of Washington for work being performed in the State of Washington. As your request arrived too late to be included in the special provisions for the project, but will be included by addendum letter, a copy of which is enclosed.

Thank you for your cooperation in this matter.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

CGS:js jf

bc: F. B. Klaboe
A. E. Johnson
L. H. Young

October 12, 1973

TO PLAN HOLDERS ON THE
MILTON-FREEWATER -
WASHINGTON STATE LINE
GRADING, PAVING, STRUCTURE
SIGNING AND SIGNALS PROJECT
(Advertised for bid opening October 25, 1973)

Revision Letter No. 1

FROM

E. S. Hunter
Assistant State Highway Engineer

SUBJECT Supplement to the Special Provisions

This letter is to advise you of a supplement to the special provisions for the subject project.

The following is hereby added to the special provisions:

> "Subsection 107.21 Responsibility for Damage Claims - in connection with the work to be performed in the State of Washington under this contract, it shall be understood that the 'indemnification and save harmless' requirements of subsection 107.27 of the Standard Specifications extends to the State of Washington, the Washington State Highway Commission, the Washington Director of Highways and officers and employees of the State of Washington".

The above supplement to the special provisions will become a part of the contract for this project by the incorporation of this letter therein and it will be understood that your bid has been submitted accordingly.

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

September 27, 1973

State of Oregon
Highway Building
Salem, Oregon 97310

Attention: A. E. Johnson
Deputy State Highway Engineer

RE: SR 125 - Oregon State Line Vicinity

Dear Mr. Johnson:

We have received the Draft Agreement transmitted by your letter of July 16 for construction of a section of the subject highway within Washington by Oregon. We must apologize for the delay in responding.

As discussed by Mr. Cooper of this office and Mr. Shroeder of your office, our Legal and Accounting Divisions are somewhat concerned by the lack of detail in defining the cost reimbursement and the scope of the work. Nevertheless, considering the press of time, we believe the document adequate for agreement between our two closely related States and we will proceed with processing for execution. It is our understanding that the State of Oregon will arrange the re-location of all utilities that is possible under their laws, and that we will be responsible for the remainder only within the State of Washington.

One item which we would appreciate is the inclusion in the construction contract document of a "hold harmless clause" in which your contractor indemnifies the State of Washington, and protects it from all claims, demands, and lawsuits arising out of the work being performed by the contractor.

If there are any questions, please call. Thank you again for your efforts, and we will transmit the executed agreement shortly.

Very truly yours,

G. H. ANDREWS
Director of Highways

W. M. Foster
By: W. M. FOSTER
Assistant Director for
Highway Development

Swenson R/D reply

NOTED
R. D. ASBURRY

Young
Swanson

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 1 '73
REFER TO
Hunter
FOR

Info	Invest	R/D	OIR	Sign	Act	File
		✓				

GHA:nb
WMF

cc: Cooper Gray Bentley

NOTED
E. S. HUNTER

John N Rupp Chairman Seattle Harold Walsh Baker Ferguson A.H. Parker Lloyd Ream Lorenz Goetz

bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
Finance Branch
J. H. Versteeg
J. B. Boyd
C. T. Keasey
W. E. Schwartz (w/att)
Gary Sund

July 16, 1973

Washington State Dept. of Highways
Highway Administration Building
Olympia, Washington 98504

Attn: Mr. W. M. Foster
Assistant Director for
Highway Development

Re: SR 125, CS 3606

Dear Mr. Foster:

Herewith for your consideration are four copies of a proposed agreement concerning construction of the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway, a portion of which lies within the State of Washington along SR 125.

Basically this agreement provides for Oregon to prepare the plans, award the contract and supervise construction of the project. The two states are to cooperate in the relocation or adjustment of any utility installations that may be in conflict. All work will be confined within the existing right-of-way boundaries. Upon completion of construction, Oregon will submit an itemized statement of actual costs, based on contract bid prices, with a request for reimbursement by Washington.

This project is currently scheduled for bid opening on September 27, 1973.

If this proposed agreement meets with your approval, please take the necessary action to obtain the proper signatures and return for final execution.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

MCH:ljt

Encl.

☐ ENGR ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ LPE ☐ CE ☐ RE ☐ RPE ☐

7970

FORM E-30

RECEIVED
OCT 5 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

October 4, 1973
Salem, OR 97310

To:
W. E. Schwartz
Regional Engineer

REGION V

Attn: H. W. Gerlach

SUBJECT:
State-Hudson Bay District
Improvement Co. Agreement
Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Enclosed are duplicate originals and one xerox copy of the subject agreement. Also, the rough draft copy which was signed by the Company.

Please have the duplicate originals executed by the appropriate Company officials and returned to this office for action by the Transportation Commission. The duplicate originals are identical with the copy the Company signed. I sent along the signed copy for their quick review in the event they want to assure themselves they are identical. The xerox copy is for their files in the interim.

PGP

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Enc.

cc: H. S. Coulter

NOTED
H.S. COULTER

7-970

5

5 g

October 3, 1973

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

MISC. CONTRACTS and
AGREEMENTS No. 2819

Dear Mr. Myers:

On September 24 we sent to you a letter with a Notice to publish 10 proposed rules in your Administrative Rule Bulletin on October 15.

Please disregard this notice and substitute it for the one attached.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.
bc George Baldwin
F. B. Klaboe
A.L. Johnson
Walt Barrie
L. E. George
Gary Sund

OREGON TRANSPORTATION COMMISSION
HIGHWAY DIVISION
NOTICE OF PROPOSED RULES

The Oregon Transportation Commission proposes to adopt the following rules:

1. Install traffic signals at the following locations:

   Birch Avenue-Crater Lake Highway Section on the Rogue Valley Highway in the City of Medford.

   State Street at 24th Street, 25th Street and Airport Road, Broadway N. E. at River Road North Sections in the City of Salem.

   Pacific Highway East at Young Street in the City of Woodburn.

2. Establish the following speed zone on the Oregon Coast Highway No. 9, in Tillamook County.

   30 MPH from the south city limits of Nehalem (M.P. T45.53) to Tidelands Road (M.P. T45.76).

3. Establish the following speed zone on the North Santiam Highway in Linn County.

   50 MPH from 0.32 mile north of Marion Creek (M.P. 66.10) to 0.18 mile south of Marion Creek (M.P. 66.60).

4. Establish the following speed zone on the Toledo Frontage Road, a part of the Corvallis-Newport Highway No. 33, in Linn County.

   50 MPH from the north city limits of Toledo (M.P. F7.86) to 0.17 mile southwest of the Corvallis-Newport Highway (M.P. F8.90).

5. Establish the following speed zone on the Crown Point Highway No. 125, in Multnomah County.

   35 MPH from 50 feet west of Jordan Road (M.P. 1.88) to 0.24 mile south of Jordan Road (M.P. 2.13). 1/

   1/ Centerline of roadway is coincident with the city limits of Troutdale under the jurisdiction of the State Speed Control Board and Oregon Transportation Commission.

6. Establish the following speed zone on the Beaverton-Hillsdale Highway in Washington County.

   40 MPH from the east city limits of Beaverton (M.P. 2.03) to Laurelwood Drive (M.P. 2.56). 1/

   30 MPH from Laurelwood Drive (M.P. 2.56) to the west city limits of Portland (M.P. 3.41).

   1/ Portions of this section are in the city of Beaverton.

7. Establish [illegible]e following speed zone on the [illegible]llamette Highway No. 18, in Lane County.

   50 MPH from 100 feet west of Ridgeway Road (M.P. 3.93) to 300 feet east of the Springfield-Creswell Highway (M.P. 5.82); except that between M.P. 5.35 and M.P. 5.47, the designated speed shall be 20 MPH when children are present, as per the provisions of Subsection 1.a., of ORS 483.104.

8. Rescind "Speed Zone Resolution No. 557," dated March 17, 1970, and establish the following speed zones on the Scholls Highway in Washington County.

   35 MPH from the Beaverton-Tualatin Highway (M.P. 9.60) to Fanno Creek (M.P. 10.65). 1/2/

   30 MPH from Fanno Creek (M.P. 10.65) to the Beaverton-Hillsdale Highway. (M.P. 12.48). 3/

   Except that in the following sections, the designated speed shall be 20 MPH when children are present as per the provisions of Subsection 1.a., of ORS 483.104:

   1/ From 150 feet south of access to Whitford Jr. High (M.P. 10.00) to 150 feet north of access to Whitford Jr. High (M.P. 10.06).

   2/ From 150 feet south of S.W. Marjorie Lane (M.P. 10.18) to 350 feet north of S.W. Marjorie Lane (M.P. 10.28).

   3/ From 400 feet northeast of S.W. Northvale Way (M.P. 11.91) to 50 feet northeast of Montclair Drive (M.P. 12.01).

9. Rescind "Speed Zone Resolution No. 487," dated June 1, 1965, and re-establish the existing 35 MPH speed zone with a 20 MPH school exception on the Cline Falls Highway No. 373, in Deschutes County.

   35 MPH from 500 feet north of the Tumalo-Deschutes Highway (M.P. 9.80) to the McKenzie-Bend Highway (M.P. 10.32)

   Except that between 150 feet north of the Tumalo-Deschutes Highway (M.P. 9.87) and 450 feet south of the Tumalo-Deschutes Highway (M.P. 9.99), the designated speed shall be 20 MPH when children are present as per the provisions of Subsection 1.a., of ORS 483.104.

10. Install a three-phase, fully actuated traffic signal at the intersection of the Beaverton-Tualatin Highway (S. W. Hall Boulevard) and Greenburg-Oleson Road in Washington County.

11. Install a traffic control signal at the intersection of 3rd and Main Street in the City of Milton-Freewater, Umatilla County.

If an interested person wishes to express his data, views, and arguments orally or in writing at a public hearing, he must make written request for a public hearing and submit his request, along with any written comments, to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310.

If the Highway Division receives requests for a public hearing on the proposed rules from 10 or more interested persons or from an association having not less than 10 members within 15 days of the date of publication of this notice, a public hearing will be held at a later date. You will be notified of the date and time of the hearing.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

5 g

9/19/73

September 24, 1973

City of Milton-Freewater
City Hall
Milton-Freewater, Oregon 97862

Attention: R. L. Tomlinson
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement with the City of Milton-Freewater covering reconstruction of the Washington State Line Section on the Oregon-Washington Highway to a four-lane facility with left-turn refuges.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fbm
Att.

cc H. S. Cox (agree. att.)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 31, 1973

SUBJECT: Throughway Agreement
Milton-Freewater - Washington State
Line Section
Oregon-Washington Highway No. 8
City of Milton-Freewater

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached hereto are three executed copies of an agreement with the City of Milton-Freewater, and a suggested draft of a letter that may be used for presentation to the Transportation Commission.

A companion agreement with Umatilla County was approved by the Commission at the July 10 meeting. A proposed cooperative agreement with the State of Washington was mailed under the date of July 16, 1973, over the signature of A. E. Johnson, Deputy State Highway Engineer. To date we have received no information as to the status of this agreement.

This project is scheduled for contract at the October 25, 1973, bid opening with an estimated cost of $3,300,000.

Please review the terms of the agreement and, if all is in order, have this matter placed on the agenda for the September 19 Commission meeting.

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:lat
Att.

NOTED
R. L. SCHROEDER

RECEIVED
AUG 31 1973
Office of
Assistant State Highway Engineer

-7970 10 3 73

U.S. EPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINI

170(22)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. MILTON-FREEWATER – WASHINGTON STATE LINE

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME UMATILLA
	ITEM NO. P-539	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED OCTOBER 3, 1973	DATE AUTHORIZATION EFFECTIVE OCTOBER 3, 1973	FEDERAL ROUTE NUMBER PRIMARY ROUTE #19 STATE ROUTE NUMBER OREGON-WASHINGTON HIGHWAY #8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

SEE ATTACHMENT NUMBER ONE.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) SEE ATTACHMENT NUMBER ONE.
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 1, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-8-73
original & attachment
to L. H. Young.

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO
Hunter - TAA
FOR
Info Inves D/D D/R Sign Act File

DATE 10-3-73	SIGNATURE OF APPROVING OFFICIAL	TITLE for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Attachment Number One to PR-1240 dated 10-3-73
Oregon Project F-170(22)

General Description of work:

After concurrence in award you are authorized to proceed with the following items as shown in your PS&E Estimate.

Stage Construction Striping and Removal (Adhesive)	$35,000.00
Temporary Erosion Control	2,500.00
Permanent Pavement Striping with State Forces	6,000.00
Lime Treated Subgrade	18,000.00
6-inch Steel Water Pipe	650.00
Controller Testing	500.00
Remove and Rebuild Picket Fence, Sta. 68+70	100.00
On the Job Training (11 @ $800)	8,800.00
Install Water Meter (1-½ inch and 6 mos. of water)	480.00
Trash Rack	500.00
Screen Fence (Junkyard, Sta. 165 Eastside)	13,250.00
60-inch 1/2 Circle Slope Retainers	1,600.00
Contractor to assist RR in Track Construction and Trestle Removal	7,000.00
Railroad Protective Services	18,000.00
Traffic Signal Interties (RR)	2,000.00
Men and Equipment to Construct Trestle	19,000.00

End

5

+7970

October 1, 1973

Mr. F. B. Claboe
State Highway Engineer
State Highway Bldg.
Salem, OR 97310

Dear Mr. Claboe:

We live on Oregon 11 across from the Broadway intersection just out of Milton-Freewater.

We have a front footage of 69 feet, four in our family, all drivers and all have cars. We have a one car driveway and being on the main highway have trouble getting on and off the highway as well as getting in and out our own driveway. Aside from our own problems we have problems with trucks blocking our driveway - see enclosed photo.

When we were contacted by a highway representative on the temporary easement (copy enclosed) we asked at that time if it would be possible to have another curb cut so we could have an in-and-out drive. The representative was pleasant with us but told us to contact the City. We were shuffled from here to there with our request and were finally told the City had the last word. When we asked them for a decision they went back through the laws and said there was an old ordinance that states a property owner has to have so much front footage to qualify for more than one curb cut unless they have a business. The word came back to us verbally through the highway representative that first contacted us. There was nothing in writing. We feel we were not even given due consideration with our request.

Our property is zoned rural residential, the tax assessor has increased our valuation for business property, and other requests seem to receive attention. We were told that you may listen to our problem and give us fair consideration with our request. We would appreciate hearing from you.

Sincerely,

Mrs James McElroy

James B. McElroy
P. O. Box 83
Milton-Freewater, OR 97862

RECEIVED
STATE HWY ENGR

OCT 3 '73

REFER TO
Coulter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

10-4-73
orig to Schwartz
Pls. ans.

TEMPORARY EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That JAMES McELROY and MARGUERITE McELROY, husband and wife, Grantors, for the consideration of the sum of Three Hundred and No/100 DOLLARS ($300.00) paid, do hereby grant to the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, Grantee, an easement and right to go upon the hereinafter described property in connection with the construction of the Milton Freewater - Washington State Line Section of the Oregon - Washington Highway, for construction of slopes, to wit:

A parcel of land lying in the SW¼ of Section 1, Township 5 North, Range 35 East, W.M., Umatilla County, Oregon and being the West 5 feet of that property described in that deed to James and Marguerite McElroy, recorded in Book 222, Page 137 of Umatilla County Record of Deeds.

The parcel of land to which this description applies contains 345 square feet.

IT IS EXPRESSLY UNDERSTOOD that the easement and right herein granted shall terminate five (5) years from the date hereof or upon completion of the above mentioned construction project, whichever is sooner; that Grantee will not be required to remove the dirt or other fill material placed by it upon the above described property or restore same to the condition which existed prior to the highway construction and that the above stated consideration paid by Grantee is intended to compensate Grantors in full for the use of said property by Grantee and for any grade change of the adjoining highway.

And Grantors do hereby covenant to and with Grantee, that they are the owners in fee simple of the above described property which is free from all encumbrances and will warrant and defend the easement and right herein granted from all lawful claims whatsoever.

Dated this 30th day of April, 1973.

Marguerite McElroy

[illegible]

STATE OF OREGON, County of [illegible]

April 30, 1973. Personally appeared the above named James McElroy and Marguerite McElroy, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Notary Public for Oregon

MY COMMISSION EXPIRES JULY 25, 1976

7970

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1-73

FEDERAL AID PROJECT NO.
F-170(22)

STATE PROJECT NO.
MILTON FREEWATER - WASHINGTON STATE LINE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-539

COUNTY NAME
UMATILLA

PROGRAM STAGE (*Check*)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
OCT 2 '73
REFER TO
FOR
☐ Info
☐ Inves
☐ R/D
☐ D/R
☐ Sign
☑ Act
☐ File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 24, 1973	PRIMARY ROUTE #19
		STATE ROUTE NUMBER OREGON-WASHINGTON HWY. ROUTE #8

DESCRIPTION OF WORK:

GENERAL DESCRIPTION OF WORK:

YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF MILTON-FREEWATER EFFECTIVE 8-24-73. REIMBURSEMENT ON A COMBINED LUMP SUM AND ACTUAL COST BASIS ESTIMATED TO BE $62,224.14 IS APPROVED. SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION UTILITY ADJUSTMENT.
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 8-24-73 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE CITY OF MILTON-FREEWATER CONSISTING OF YOUR JUNE 22, 1973 UTILITIES & RAILROAD ENGINEER'S LETTER, THE AUGUST 31, 1973 CITY OF MILTON-FREEWATER'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S SEPTEMBER 20, 1973 LETTER.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-1-73		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7970

51

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 28, 1973
Salem, Oregon

SUBJECT: Revised Railroad Estimate
Milton-Freewater-Washington
State Line Section
Washington Highway
Umatilla County
FAP No. F-170(22)

To: L. H. Young
Office Engineer

ATTENTION: Mr. R. N. Chase

Enclosed is a revised estimate from Union Pacific Railroad covering the expense of the reconstruction of the Highway undercrossing of the Union Pacific Railroad tracks on the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Milton-Freewater, Umatilla County. This estimate has been revised upward due to the omission of the Union Pacific Railroad on their original estimate of including the work necessary for placing in the pile caps and stringers on the temporary trestle. The increase in cost due to the placing of the pile caps and stringers are broken down as follows:

Item	From	To
Equipment Rental	$ 4,500	$ 6,000
Wages for operation of diesel pile driver	3,000	5,000
Erect Caps and Sway bracing	new item	3,600
Erect stringers, ties bulkheads, FW	new item	6,000
Labor & Material additives	3,479	7,745
Contingencies	1,364	2,745
Total for Labor	$13,715	$30,820
Total for Material	5,110	6,700
Total for trestle work	$18,825	$37,520

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The item "Engineering" on the Exhibit "B" is chargeable to preliminary engineering and not construction costs. The item "Engineering Inspection" is the railroad protective cost and these are not changed significantly.

NOTED
E. S. HUNTER

SP*52475-734

This information is being provided to you so that it may be included in the contract authorization amount and the Federal Highway Administration can be notified of this increase.

Yours truly,

J. E. Chidsey
Railroad & Utility Engineer

JEC:db

cc: E. S. Hunter w/attachments
H. S. Coulter "
C. T. Keasey "
W. J. Hart "
V. L. Gallagher "
C. G. Swenson "
W. E. Schwartz "
Harlin Gerlach "

EXHIBIT "B"

WORK TO BE DONE BY UNION PACIFIC RAILROAD COMPANY AT EXPENSE OF STATE OF OREGON IN CONNECTION WITH RECONSTRUCTION OF OREGON-WASHINGTON HIGHWAY UNDER-CROSSING AT MILTON-FREEWATER, OREGON - RAILROAD MILEPOST 36.69 AND ESTIMATES OF COSTS THEREOF. DRIVE 12 FALSEWORK BENTS, REMOVING AND REPLACING RAILS, TIES AND BALLAST, PROVIDING ENGINEERING, INSPECTION, FLAGGING AND ROADWAY WATCHMAN SERVICES.

DESCRIPTION	LABOR	MATERIAL	TOTAL
Engineering			
Preliminary Engineering	$ 1,200		
Construction Engineering	500		
Bridge Dept. Engineering	150		
Labor Additive	610		
	$ 2,260		$ 2,260
Drive 12 Falsework Bents, Etc.			
Remove and replace rail	$ 600		
Remove and replace ties	350		
Remove and replace ballast	100	$ 150	
Excavation	1,500		
Drive Piling (2160 LF at $1.75)	3,780		
Equipment rental		6,000	
Wages for operation Diesel Electric Pile Driver	5,000		
Erect caps & sway bracing	3,600		
Erect Stringers, Ties, Bulkheads and F.W.	6,000		
Labor & Material Additives	7,745		
Contingencies	2,095	650	
	$30,820	$6,700	$37,520

NOTE: Steel Piling, Stringers, Footwalk [redacted] to be Furnished by State of Oregon.

DESCRIPTION	LABOR	MATERIAL	TOTAL
Engineering-Inspection			
Engineer-Inspector (8 Mo.at 1060)	$ 8,440		
Personal Expenses (8 Mo.at 300)	2,400		
Equipment Rental (8 Mo.at 285)		$2,280	
Labor Additive	3,970		
	$14,810	$2,280	$17,090

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UTILITY UNIT

PRELIMINARY

PRELIMINARY

The preceding cost figures are estimates only, and Second Party will reimburse the Railroad Company for all costs involved in handling the specified work, whether they be more or less than the estimated costs.

Flagging and other protective services and devices will be provided by the Railroad at Second Party's expense, to protect the railroad facilities, property and operations. In general, the Railroad will furnish such flagging or other protective services and devices:

First. For any excavation below elevation of track subgrade, if in the opinion of the Railroad's representative, track or other railroad facilities may be subject to settlement or movement;

Second. During any clearing, grubbing, grading, or blasting in proximity of the railroad facilities, which in the opinion of the Railroad's representative, may endanger or interfere with railroad facilities or operations;

Third. When any of Second Party's operations are carried on within or near railroad right of way and in the opinion of the Railroad's representative, could endanger railroad facilities or create hazard to railroad operations.

Information as to the Railroad's employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Laborers	\$4.34 to \$4.40 per hour	Milton-Freewater, Oregon
1	Section Foreman	\$5.16 to \$5.28 per hour	" "

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to communications and signal facilities, if deemed necessary by the Railroad.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

PRELIMINARY

(c) Shows base pay for normal eight-hour shift in effect APRIL 1, 1973. Normal overtime rate is one and one-half times base rate.

(d) Estimated cost for travel per employee from headquarters to job site and return is $6.95 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor cost, there shall be additional charges for Vacation Allowances; Paid Holidays; Health and Welfare, Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 37% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the Second Party or its prospective bidders.

PRELIMINARY

EXHIBIT "B" (Page 3 of 3)

7973

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 26, 1973

Mr. Lon Topaz
Assistant Commissioner of Rail-Air and Marine
200 Public Service Building
Salem, OR 97310

NOTED
F. B. KLABOE

Dear Mr. Topaz:

PUC Application
Crossing No. 9A-13.35
Milton-Freewater
Umatilla County

Please amend the PUC application submitted to you on September 11, 1973, covering the above mentioned railroad grade crossing as follows:

11 A. 1. Who will perform the installation? Oregon State Highway Division to install signal controllers, Walla Walla Valley Railroad to install track circuits.

11 A. 2. Who will pay for installation? Oregon State Highway Division, 100% of cost of signals and controllers. Walla Walla Valley Railroad to pay 100% cost of installation of track circuits.

11 A. 3. Who will perform the Maintenance? Oregon State Highway Division to maintain traffic signals and controller. Walla Walla Valley Railroad to maintain track circuits.

11 A. 4. Who will pay for such maintenance? Oregon State Highway Division 100% of traffic signals and controller; Walla Walla Valley Railroad 100% of track circuits.

NOTED
F. B. KLABOE

Please make these amendments by interlineation of the original application.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

RECEIVED
STATE HWY ENGR
SEP 26 '73
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

JEC:db
cc: F. B. Klaboe ✓
W. E. Schwartz
C. T. Keasey
J. L. Sollis

7970

4

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE September 25, 1973

TO L. H. Young
Office Engineer

ORIGINAL SIGNED
K. A. CHATWOOD

FROM John R. Oakes
Assistant R/W Engineer

RECEIVED
STATE HWY ENGR
SEP 25 '73
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

SUBJECT Right of Way Status
FA Project
October 25, 1973 Bid Opening
Milton-Freewater - Washington State Line Section
Oregon - Washington F-170(22)

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No individuals or families have been displaced on this project.

On this project all necessary rights of way have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court, but legal possession has been obtained. There are no improvements remaining on the right-of-way in accordance with the current FHWA directives covering the acquisition of real property.

File 47818-Taylor concerns access control. This property has legal access to NE 8th Avenue and does not have legal access to this section of highway; therefore, there is no taking necessary.

File 47824-Olinger is to be canceled. The Milton-Freewater city council met last night and worked out a solution to handling parking and traffic on Columbia Street without the necessity for the parcel described by this file. A letter from the city manager is being written and mailed today.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:KC:ha
cc A. E. Johnson ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell
W. E. Schwartz

RECEIVED
SEP 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. B. HUNTER

7970

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
SEP 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

September 24, 1973

Union Pacific Railroad
P. O. Box 8979
Portland, OR 97208

ATTENTION: Mr. L. A. Kirkeby

Temporary Trestle Piling
Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
UPRR File: D-9043-32-3

Gentlemen:

In reviewing the construction of the temporary trestle necessary for the reconstruction of the UPRR overcrossing of the Oregon-Washington Highway on the Milton-Freewater-Washington State Line Section in Milton-Freewater, Umatilla County, two points have arisen that need to be considered when you are performing the pile driving work necessary. The piling should be driven with the tip at least 15' below the abutment footing so that when the excavation in the trestle area is made, the piling will still have sufficient embedment in the ground to retain their stability.

The other point is that the piling should be driven to a minimum bearing of approximately 70 tons. This bearing would be calculated by use of the ENR formula. The piling to be furnished by the State are 12BP53 sections.

To date no word has been received from your office as to who is to furnish the materials for the caps and the stringers for this temporary trestle. The preparation of our plans and specifications on this project are virtually complete and it is imparative that we know who is to furnish the material so that we can include this information in our contract documents.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

NOTED
E. S. HUNTER

JEC:db

bc: ✓E. S. Hunter, H. S. Coulter, C. T. Keasey, W. J. Hart, W. E. Schwartz
Harlin Gerlach

7970

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OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

1859

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 20, 1973

Mr. G. L. Green
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, OR 97301

City Water & Sewer Line Adjustment
Milton-Freewater--Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Dear Mr. Green:

Attached are two copies of the following data pertaining to this project:

1. An estimate of cost to adjust the City's facilities dated August 31, 1973.
2. Three sketch maps showing their proposed work.

The proposed agreement will consist of our letter to the City dated June 22, 1973 and the City's above mentioned August 31, 1973 letter.

A certification prepared by Harlin Gerlach as to the City's rights in the land occupied by their facilities is in our files and available for your inspection.

On August 12, 1973, Jess Jones, Utility Auditor audited the City's cost records. The City's records substantiate the City's estimate of cost for W3A, W3B, and W4, as detailed on Sheets 6 and 7 of the City's August 31, 1973 letter.

There is a betterment derived from the proposed adjustment of the City's facilities and has been provided for in the attached estimate. The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 as the relocation involves crossings and a segment of facilities less than one mile in length.

NOTED
H.S.COULTER

This matter was discussed with your representative Mr. R. A. Nichols and an eligible date of July 16, 1973 was established.

Your approval of the actual cost agreement, as evidenced above, and the confirmation of your advanced authorization to proceed with the work as of July 16, 1973 under the provisions of PPM 30-4 and 30-4.1 is requested.

Yours truly,

Phil G Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:db

cc: ✓H. S. Coulter
R. N. Chase
V. L. Gallagher

7970

D

REFERRED TO

Cole
[✓ Eriksen] F.E.
Hager
Reed
Sample
Watson

[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

8

NOTED
JOHN R. OAKES

LRW. LAG 43 9-12-73 11.20 AM

ATTENTION JOHN OAKES

RE YOUR TT 30 OF THIS DATE

FILE NO. 46566 - KILMER, MILTON FREEWATER-WASHINGTON STATE LINE

LAST UNDERSTANDING WAS THAT FENCE WOULD BE CONSTRUCTED ON TOP OF SLOPE AT R/W LINE.

W L BARNETT

CE

34.

Versteeg
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout K

RECEIVED
SEP 13 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

9-12-73

Send copies to Tom

[illegible] in Design

.LGO
LAG LRW 30 9-12-73 9-55 AM

VERN ALLEN
ATTN W L BARNETT
CC T IWEN - DESIGN

FILE 46566 KILMER

IS FENCE TO EXX BE CONSTRUCTED ON TOP OF SLOPE, ON RIGHT OF WAY LINE,
OR AT BOTTOM OF SLOPE

REPLY REQUESTED

JOHN OAKES

NN

3&9

7970

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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 11, 1973
Salem, Oregon

SUBJECT: State-Participants of Tumalum Ditch Agreement
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

To: Mr. W. E. Schwartz
Regional Engineer
Region 5
2111 Adams Avenue
LaGrande, OR 97850

ATTENTION: Mr. H. W. Gerlach

Enclosed are duplicate originals and two copies of subject agreement.

Please type in the names of, and have the appropriate joint owners of the Tumalum Ditch sign the agreement. The duplicate originals should be returned to me for further handling.

Phil G. Preston
Utility Special Studies Engineer

PGP:db
Enc.
cc: H. S. Coulter
W. E. Schwartz

RECEIVED
SEP 12 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7970

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

September 11, 1973

NOTED
E. S. HUNTER

Mr. Lon Topaz
Assistant Commissioner of Rail,
Air and Marine
200 Public Service Building
Salem, Oregon 97310

Re: In the matter of the application of State of Oregon by and through its Department of Transportation, Highway Division for the authority pursuant to ORS 763.030, to alter railroad-highway crossing number 9A-13.35 SW 2nd Street at South Main Street, Oregon-Washington Highway and the tracks of Walla Walla Valley Railroad Company in Milton-Freewater Umatilla County, Oregon, by installing signal devices

Dear Mr. Topaz

Enclosed is an original and seven copies of the Application of the Department of Transportation in the above-subject matter.

Two of the copies are for service upon Walla Walla Valley Railroad Company, one copy for service upon Umatilla County, cone copy for service upon Milton-Freewater, and two copies are for use by your office.

Sincerely

Jack L. Sollis
Assistant Attorney General

ljh
Enclosures

cc: F. B. Klaboe
W. E. Schwartz
C. T. Keasey
James E. Chidsey

NOTED
A. E. JOHNSON

RECEIVED
SEP 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PUC Docket No. ____________

Crossing No. 9A-13.35

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

Formal Title:

In the matter of the application of State of Oregon by and through it's Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030, to alter railroad-highway

crossing number 9A-13.35 (PUC number); ____________ (DOT number), (street

SW 2nd Street @ S. Main Street, Oregon-Washington Highway
or highway name and/or number)

and the tracks of Walla Walla Valley Railway Company (name of railroad)

in (in/near) Milton-Freewater (name of city, town or nearest railroad station),

Umatilla (name of county), Oregon, by installing (installing/modifying) signal devices.

RECEIVED
STATE HWY ENGR

SEP 12 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form AS-3/73 Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

1. Name of Applicant: State of Oregon by and through it's Department of Transportation, Highway Division

   Address: State Highway Building, Salem, Oregon 97310

2. Location of proposed project:

   City or Town Milton-Freewater

   Nearest railroad station Milton-Freewater

   County Umatilla

3. This project will involve a public highway known as Oregon-Washington Highway

4. This project will involve the tracks and right of way of (name of railroad) Walla Walla Valley Railway Company,

   (name of railroad branch or main line)

5. List the proper parties of interest:

   A. Walla Walla Valley Railway Company
   B. Burlington Northern Inc.
   C. Milton-Freewater
   D. Umatilla County
   E. State of Oregon
   F.

6. What is the average daily traffic volume on the highway?

   7,200 (1971)
   (number of vehicles)

7. Observed vehicle speed 25 MPH.

8. What is the average number of train movements per day?

Passenger —; Freight 2; Switch —.

9. What is the maximum allowable train speed over the crossing? 20 MPH

Typical train speed: Passenger —; Freight 10 MPH; Switch —

Slowest normal train speed 10 MPH.

10. Describe the proposed project: Installation of Highway traffic signals, to be pre-empted by railroad movement. Track circuit to be installed by railroad.

11. List the type(s) of protection to be installed:

(See Commissioner's Rules and Regulations pertaining to railroads.)

A. Protection type Traffic Signals

1. Who will perform the installation? Oregon State Highway Division

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? Oregon State Highway Department

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

B. Protection type ______________________

1. Who will perform the installation? ______________________

____

2. Who will pay for said installation?

Name of Party	Percent of Cost

3. Who will perform the maintenance? ______________________

____

4. Who will pay for said maintenance?

Name of Party	Percent of Cost

C. Protection type ______________________

1. Who will perform the installation? ______________________

____

2. Who will pay for said installation?

Name of Party	Percent of Cost

3. Who will perform the maintenance? ______________________

____

4. Who will pay for said maintenance?

Name of Party	Percent of Cost

(If more than three type of protection to be listed, please attach an additional sheet in the same format.)

12. Will vision of signal devices be obstructed from view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? No

If yes, please explain by what and at what point(s) it is obstructed.

13. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

All crossings in this area are necessary for the travelling public.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 5th day of September, 1973.

A E Johnson
(Applicant)

Jack L. Allen
(Attorney)

I, A. E. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

A E Johnson

STATE OF OREGON }
County of } ss.

Subscribed and sworn to before me this 5th day of September, 1973.

Jack L. Allen
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AS-3/73 Signature Page

661.48 Railroad Interconnect:

The railroad will provide a normally closed relay in their railroad case. Any work required within the case will be done by railroad personnel.

The contractor shall be required to provide four (4) No. 10 type TW wires from the signal controller cabinet to the railroad case. Two (2) wires will be used to provide the railroad with 120 volts A.C. from the signal controller cabinet. This circuit shall be protected by a 20 ampere circuit breaker, furnished and installed by the contractor, in the signal controller cabinet. The other two (2) wires shall be used as a return from the railroad case to the signal controller cabinet to activate the premption sequence listed hereinbelow. The railroad will provide and install the track circuit, from the conduit shown on the plans, between the tracks and the railroad case. The railroad will provide and install the railroad case on pole no. 2 on face 8.

Operation:

1. If train arrives in phase A (Main St.) green.

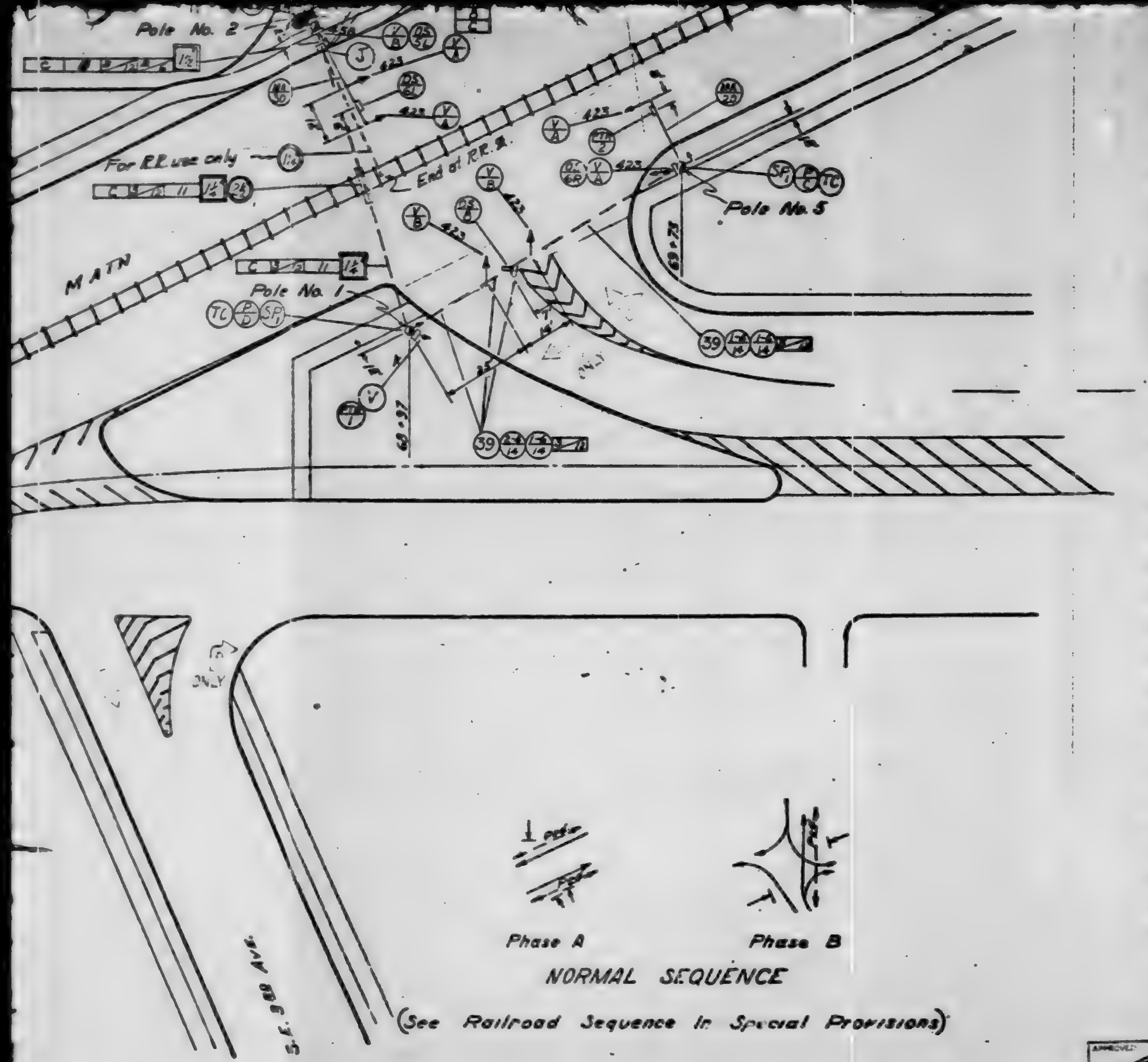
   a. If in phase A-green walk, dial shall continue to run until phase A-green flashing "DONT WALK" interval is reached, part time restriction signs shall come on and pedestrian signal shall go off. At the beginning of the phase A green flashing "DONT WALK" interval the dial shall be stopped until the train has cleared the intersection and the relay has deactivated. At this point the part-time restriction signs shall go off and the pedestrain signals shall come on.

   b. If in phase A-green flashing "DONT WALK", the dial shall stop immediately and the same operation as described hereinabove (1a) shall take place.

2. If train arrives in phase A-yellow or any phase B interval.

   The train will be required to stop until the beginning of phase A-green "WALK". Upon receiving the phase A-green "WALK" the P.T.R. signs shall come on and the pedestrain signals shall go off and the operation described hereinabove (1a) shall take place.

WRZ:du



	Existing power pole (power source)
1	Install signal mast arm pole
4	Install 20 ft., 7 ga., 11" O.D. (nominal) strain pole
6	Install 8 ft., signal pedestal
59	Install 3/8" messenger cable
40	Install messenger strandvise
54	Install 6" x 8" x 12" cabinet with 40 ampere breaker
5"	Install (5") galv. rigid electrical conduit (5" = size shown)
5"	Install (5") schedule 40, heavy wall P.V.C. conduit (5" = size shown)
C	Install 1 No. 6 bare copper wire (Signal common)
N	Install (N) No. 14 type THW wire (N = number shown)
	Install 2 No. 12 type THW wire (PTR and DS sign circuit)
	Install 2 No. 6 type TW wires
C	Install two-phase pretimed controller in pole mounted cabinet
MA/L	Install (L) ft. traffic signal mast arm (L = length shown)
MS	Install 120 volt meter service
	Install interior illuminated right and through arrow sign
DS/3L	Install interior illuminated left "ONLY" arrow sign
	Install interior illuminated "NO LEFT TURN" sign
DS/R	Install interior illuminated "NO RIGHT TURN" sign
	Install interior illuminated "DO NOT ENTER" sign
P/C	Install type C pedestrian signal
P/D	Install type D pedestrian signal
PTR/1	Install part time restriction "STOP HERE FOR TRAIN" sign
PTR/2	Install part time restriction "NO LEFT TURN" sign
SP1	Install 25 ft., 3 ga., 12" O.D. (nominal) strain pole
TC	Install terminal cabinet
V/A	Install phase A vehicle signal
V/B	Install phase B vehicle signal
V	Install single 12" red vehicle signal (railroad pre-empted)
1-4/14	Install 1-4 wire No. 14 control cable (Veh. signals)
1-6/14	Install 1-6 wire No. 14 control cable (Ped. signals)
J	Install 10 1/2" W x 17 1/4 L x 12" h concrete pullbox with cast iron cover marked "TRAFFIC SIGNAL".
RC	Railroad control cabinet by others.

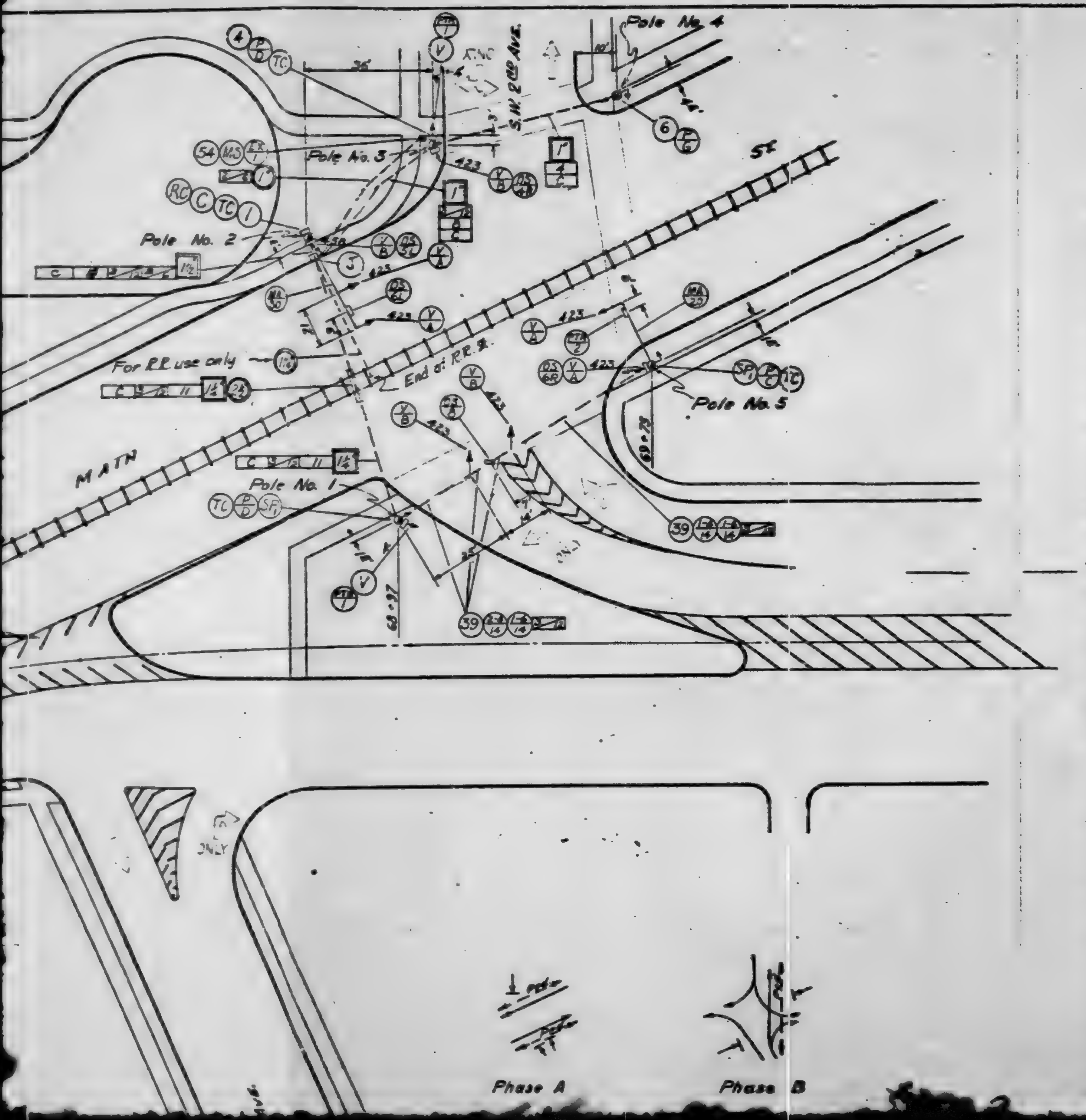
Accompanied By T.E.S. Dwgs. 1470, 1472, 1473, 1450 1461, 1468 & 1469

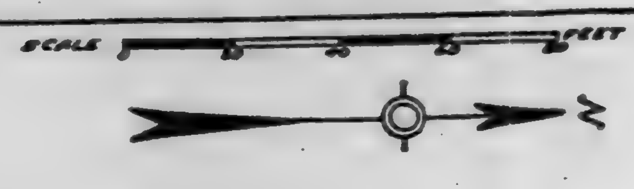
APPROVED:
L. E. George
TRAFFIC ENGINEER
8/21/73
DATE
E. J. ...
ASST. STATE HIGHWAY ENGINEER
8/22/73
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
MILTON-FREEWATER WASH. STATE LINE SEC.
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

DATE

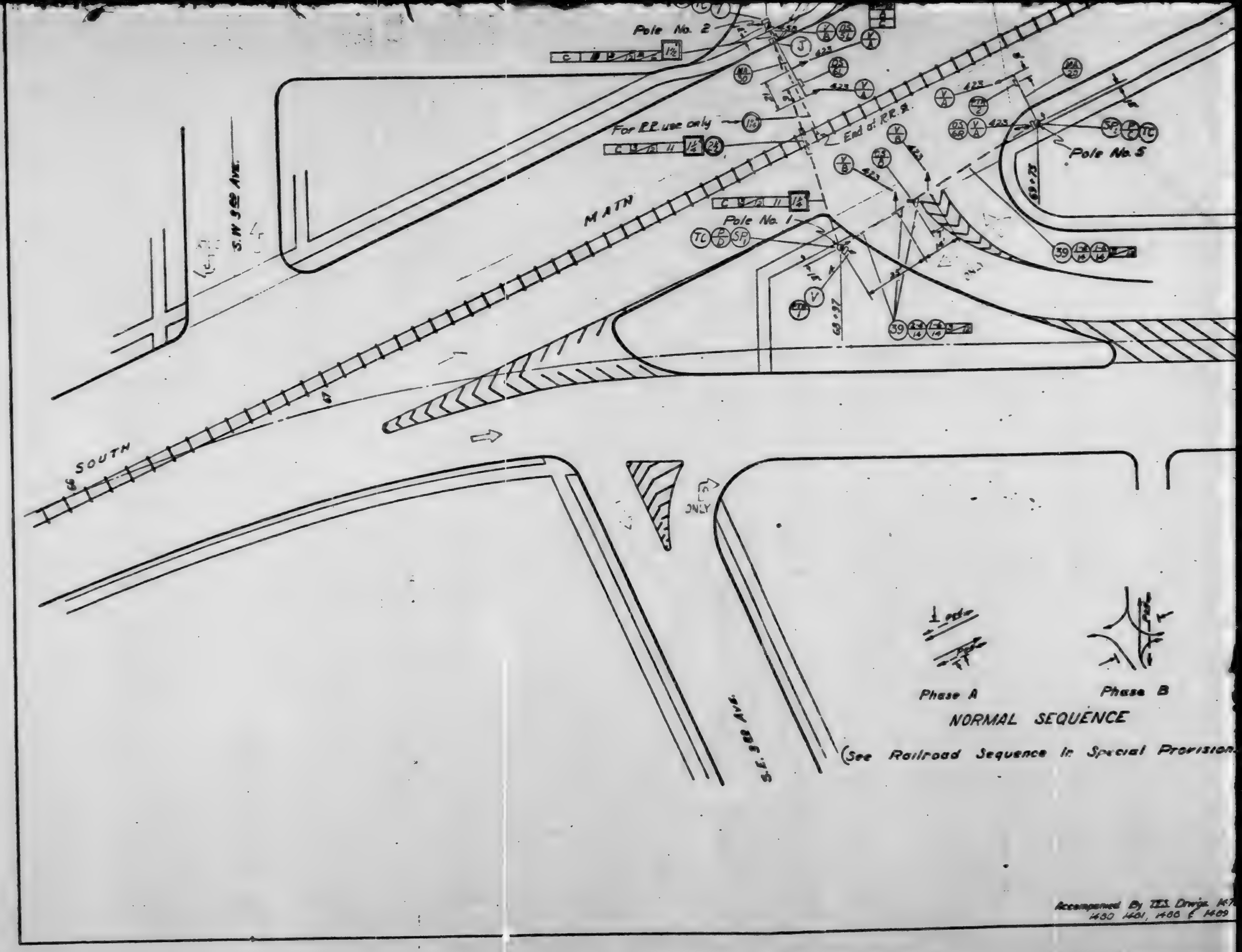
T.E.S. DWG. NO. 2697

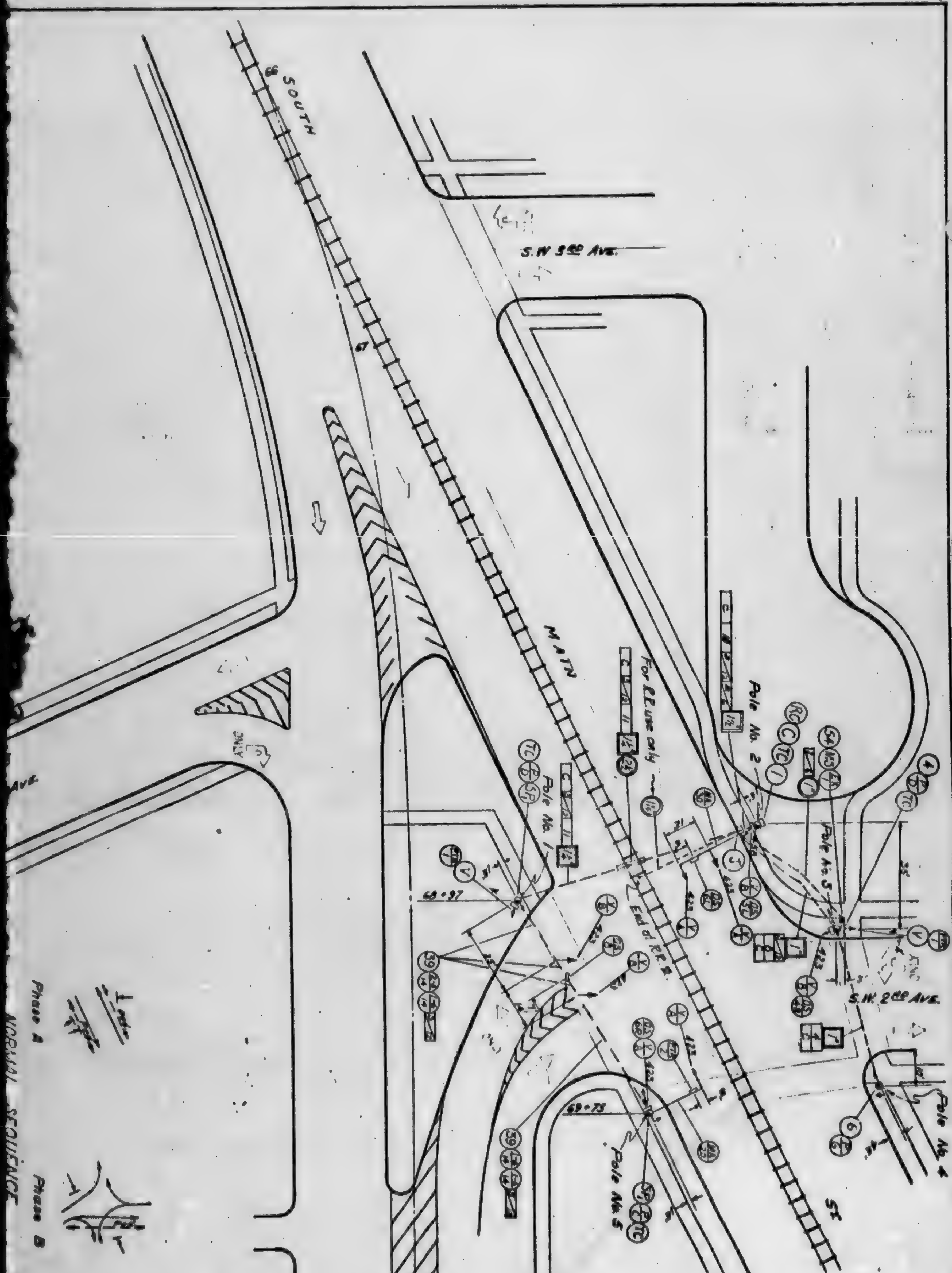




LEGEND

P/1	Existing power pole (power source)
1	Install signal mast arm pole
4	Install 20 ft., 7 ga., 11" O.D. (nominal) strain pole
6	Install 8 ft., signal pedestal
39	Install 3/8" messenger cable
40	Install messenger strandvise
54	Install 6" x 8" x 12" cabinet with 40 ampere breaker
5"	Install (5") galv. rigid electrical conduit (5" = size shown)
5"	Install (5") schedule 40, heavy wall P.V.C. conduit (5" = siz. shown)
C	Install 1 No. 6 bare copper wire (Signal common)
N	Install (N) No. 14 type THWN wire (N = number shown)
3/12	Install 3 No. 12 type THWN wire (PTR and OS sign circuit)
2/6	Install 2 No. 6 type TW wires
C	Install two-phase pretimed controller in pole mounted cabinet
MA/L	Install (L) ft. traffic signal mast arm (L = length shown)
MS	Install 120 volt meter service
OS/RT	Install interior illuminated right and through arrow sign
OS/LT	Install interior illuminated left "ONLY" arrow sign
OS/NL	Install interior illuminated "NO LEFT TURN" sign
OS/NR	Install interior illuminated "NO RIGHT TURN" sign
OS/E	Install interior illuminated "DO NOT ENTER" sign
P/C	Install type C pedestrian signal
P/D	Install type D pedestrian signal
PTR/1	Install part time restriction "STOP HERE FOR TRAIN" sign
PTR/2	Install part time restriction "NO LEFT TURN" sign
SP1	Install 28 ft., 3 ga., 12" O.D. (nominal) strain pole
TC	Install terminal cabinet
V/A	Install phase A vehicle signal
V/B	Install phase B vehicle signal
V	Install single 12" red vehicle signal (railroad pre-empted)
1-4/14	Install 1-4 wire No. 14 control cable (Veh. signals)
1-6/14	Install 1-6 wire No. 14 control cable (Ped. signals)
J	Install 10 1/2" W x 17 1/4 L x 12" D concrete pullbox with cast iron cover marked "TRAFFIC SIGNAL".


Pole No. 2
Pole No. 1
Pole No. 5
For R.R. use only
End of R.R.
MAIN
SOUTH
S.W. 3RD AVE.
S.E. 3RD AVE.
ONLY
423
39
Phase A
Phase B
NORMAL SEQUENCE
(See Railroad Sequence In Special Provision
Accompanied By T.E.S. Drwgs. K-7
1430 1401, 1408 & 1409


SOUTH
MAIN
ST
66
67
S.W. 3RD AVE.
S.W. 2ND AVE.
AVE.
For R.R. use only
End of R.R.
Pole No. 1
Pole No. 2
Pole No. 3
Pole No. 4
Pole No. 5
69+97
69+73
Phase A
Phase B
NORMAL SEQUENCE

7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 7, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Throughway Agreement
Milton-Freewater
Washington State Line Section
Oregon-Washington Highway

The City of Milton-Freewater has signed an agreement covering reconstruction of this section to a four-lane facility with left-turn refuges.

The agreement provides for construction and maintenance of the entire project by the State. A frontage road, cul-de-sac, and several street connections will be constructed or improved and jurisdiction will be transferred to the City upon completion of construction. The City has agreed to cooperate with the State to effect the adjustment of any utility installations which may be in conflict with the plans. A traffic control signal will be installed at the intersection of 3rd and Main as a part of the project, and the City has been informed that they will be obligated to pay for the electrical energy by the signal.

This project is scheduled for contract at the October 25 bid opening. The estimated cost of $3,300,000 is to be financed with Federal-aid funds.

This matter will be presented for your consideration at the September 19 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

bc:
C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
L. E. George
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Sund
Bob Whipps

MCH:lat dpy

7970

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 7, 1973

Mr. J. D. King
Director of Public Works
Milton-Freewater City Hall
722 South Main
Milton-Freewater, OR 97862

Dear Mr. King:

City Water & Sewer Line Adjustment
Milton-Freewater--Washington State Line Sect.
Oregon-Washington Highway
Umatilla County

Your estimate and sketch map of the adjustment of your facilities on this project as submitted with your letter dated August 31, 1973 has been approved by the State and Federal Highway Administration subject to an audit of your unit costs. This will confirm our authorization dated August 14, 1973 to order materials, and you are hereby authorized to use a contract method and advertise for bids.

Prior to awarding the contract, please send us a tabulation of bids so that we may concur in the award.

If you require additional information, please contact Mr. Gerlach or me.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:db

bc: H. S. Coulter
G. L. Green
W. E. Schwartz
W. C. Ferguson
Harlan Gerlach

RECEIVED
SEP 10 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7970 Milton-Freewater-Wash.State 1973
Line Sec.,Oreg.-Wash. Hwy.
(Grade,pave,struct.,sign,tr.sig.) #4

R. R. 319 6-4-74

5109	10-4-74
	6-6-74
4973	
	7-26-73
4772	
4819	10-3-73
4831	11-1-73
4857	11-27-73
4861	11-23-73

7970

9

March 14, 1979

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentleman:

A post-final payment for $5,843.35 will be made to S. D. Spencer & Son on Contract No. 7970 for work on the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,843,721.18 including the post-final payment. Of the total, $45,360.87 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

bc C. T. Keasey
Walt Hart
Wendell Schwartz

*U.S. GOVERNMENT PRINTING OFFICE: 1974 - 722-816

#7770 8

STATE COPY
7-26-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Coulter
cc: OSHD (~~H G Hunter~~)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 14	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 7-26-77	REPORT MADE BY R. A. Nichols, A.E.		PROJECT NO. F 170(22)
COMPLETION DATE 3-27-76	ACCEPTANCE DATE BY CONTRACT AGENCY 5-16-77	TIME ELAPSED 116 %	CONTRACT TIME 475 CWD
APPROVED EXTENSIONS 24 CWD	LOCATION The project began in Milton-Freewater then proceeded north to the Oregon-WAshington State Line.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MILTON-FREEWATER-WASHINGTON STATE LINE SEC.
OREGON-WASHINGTON HWY.
Grading, Paving, Structures & Signing

The contractor submitted a claim. There has been no action on the claim since the State answered it, essentially refuting the validity of the claim.

RECEIVED
STATE HWY ENGR
AUG 1'77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

COPY SENT
JUL 29 1977
Washington

8-1-77
cy Kersey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 7-26-77	TITLE District Engineer	DATE 7-26-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7970

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-1)

ALL CARDS — *To be completed by Washington Headquarters Personnel* 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE Oregon	COUNTY Umatilla	FEDERAL PROJECT NO. F-170(22)	URBAN ☒ RURAL ☐

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6203	X023, X721 X631	December 26, 1973
20	FINAL CONSTRUCTION COST	DOL.	$3,335,698	$683,781	DATE COMPLETED March 27, 1976
21	LENGTH OF PROJECT	MILES	4.696	.004	TOTAL NO. BRIDGES 4

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 164,025	GROSS EARNINGS $1,389,580

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	885,018	375,085
	9	PETROLEUM PRODUCTS	GAL.	467,993	21,265
	1	CEMENT	BBL.	35	25
CARD C	2	AGGREGATES PURCHASED	TON.	350	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	1,891,776	
	4	LUMBER	THSD BD FT	7,632	145,006
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	3,782	634,383
	8	STRUCTURAL STEEL	LB.		123,598
	10	EXPLOSIVES	LB.	200	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	4,087	3,250
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	39	
	15	AGGREGATES PRODUCED	TON	259,131	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	12,545	
	17	FENCING	LIN. FT.	2,118	
	18	GUARDRAIL	LIN. FT.	340	
	19	BRIDGE RAIL	LIN. FT.		661
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	48,911	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48–52 | 53–61 | 62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		16	40
CARD J	13	CONCRETE PIPE	
		4	230
		12	9,978
		15	6,204
		18	2,304
		21	3,000
		24	2,897
		27	6,144
		30	960
CARD K	14	CLAY PIPE AND DRAIN TILE	
		4	165
CARD L	25	CORR. ALUMINUM CULVERT	
		6	1,682
		8	494
		12	1,944
		15	270
		18	2,537
CARD M	26	XXXXXXXXXXX	
		24	45
		36	106

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total q[illegible]ties.

FORM PR-47 (REV. 9-74)

GPO 881-120

7970

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 14, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. F-170 (22)

Contract No. 7970 Work Completed March 27, 1976

Project Milton Freewater-Washington State Line

Highway Oregon - Washington

County(y)(ies) Umatilla

Acceptance: Transportation Commission May 16, 1977

Federal Highway Administration March 22, 1977

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DLC:eb
Att.

cc: C. T. Keasey
Richard Hacek
R. D. Church

7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 21, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. F-170(22) (2nd Request)

Contract 7970, Work Completed 3/27/76

Project Milton-Freewater - Washington State Line

Highway Oregon-Washington

Count(y)~~(ies)~~ Umatilla

NOTED
E. S. HUNTER

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 22, 1977

for

G. L. Green
Division Administrator

RECEIVED
STATE HWY ENG
MAY 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: E. S. Hunter
C. T. Keasey
R. D. Church
W. E. Schwartz, Reg. 5

7970

f.c.

From the desk of:
H. Scott Coulter

Feb. 10, 1977

Oregon Transportation Commission

Gentlemen:

I'll bring this matter before you at the February 15 meeting.

Scott

H. S. Coulter

See: Leg. of SB 1116 1975

Leg. of SB 1007 1974

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

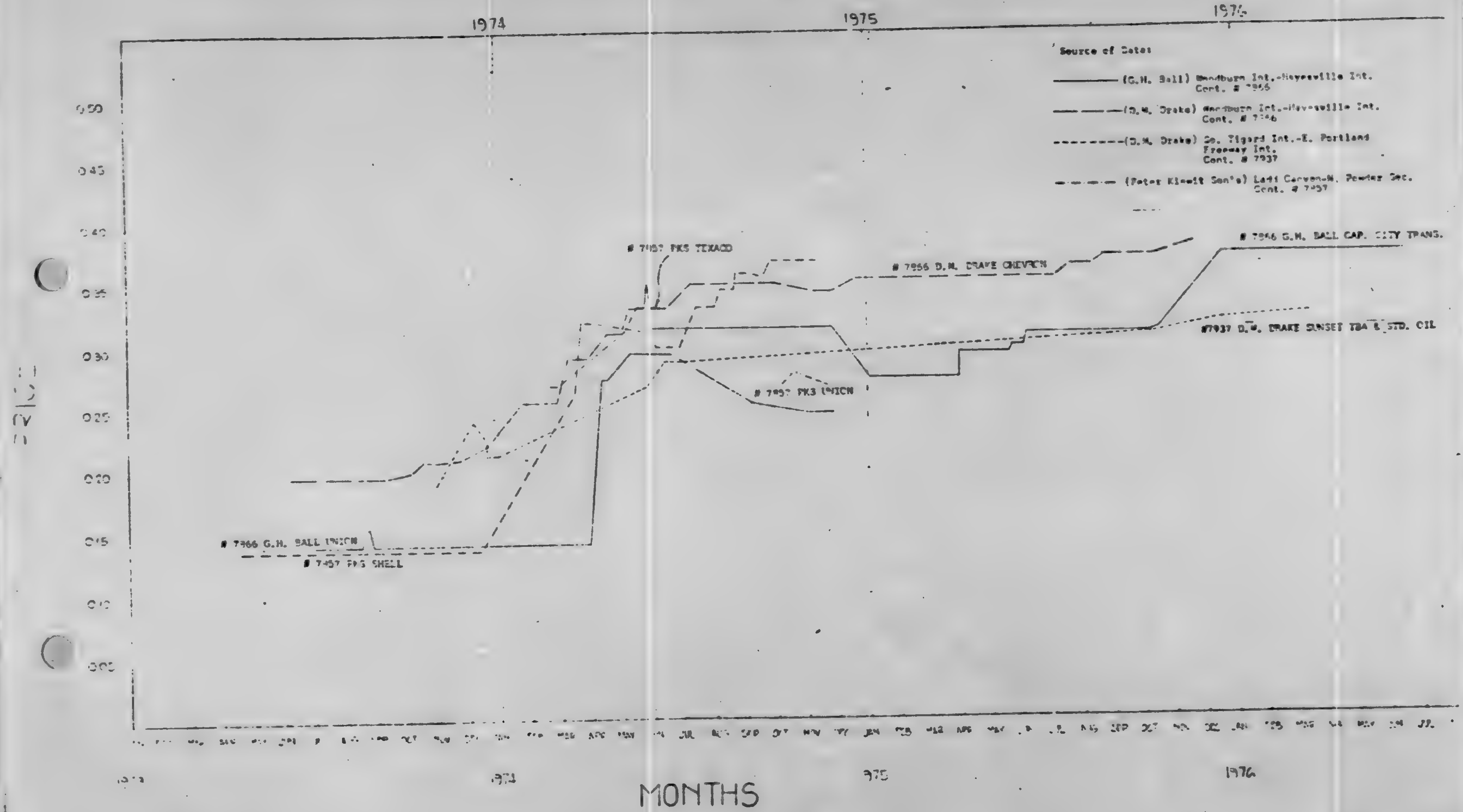
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. H. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL
OF DIESEL OIL FROM JAN. 1973 TO
AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
			ACTIVE CLAIMS				
urn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
gard-E. Portland eway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
-Freewater- . State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
			INACTIVE CLAIMS - DENIED OR DROPPED				
Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
rago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
n's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
Hwy. Jct. dsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
t.-Pac. Hwy. land)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
ausey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

thout excluding any %.
cludes fuel used for change order work added to contract. No further % reduction.

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REM
					ACTIVE CLAIMS				
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for f and after 10%
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim include fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for f and after 10%
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53,2 related to la time.
					INACTIVE CLAIMS - DENIED OR DROPPED				
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gas
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. App
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1 denied.
7895	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $3 asphalt deni tract confli
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $3 & propane; s conflict, de
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for ga Asphalt, dro

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

   Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: George H. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia srb

1970 8

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 14, 1976

Duane O. Christensen
Final Design Engineer

W. C. Ferguson
Resident Engineer

Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

We found your narrative report on the project completion quite interesting.

The Detour on city streets had been looked into by the Salem Office and it was decided that this was not the best way to handle traffic as it required a major street improvement.

It appears that most of the other problems were the fault of the contractor except for the sewer outfalls, which at the time of the plans in hand review appeared to be all right.

FE:az
cc: W. E. Schwartz

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Scott
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SEP 14 1976
ROAD
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FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, 97801
16 June 1976

SUBJECT: NARRATIVE REPORT
Milton-Freewater-
Washington State Line Section
Oregon-Washington Highway
Umatilla County F-170(22)
Contract 7970 Prefix 30-1026

To: Mr. W. E. Schwartz
Regional Engineer
La Grande

This project was constructed to upgrade an existing section of Highway 11. The existing highway was two lane. There is considerable cross-traffic and left turning movements. The new section is a four lane section with a 16 foot median, 10 foot parking and curbs.

A storm sewer system was provided throughout the project. The existing pavement was left in place through most of the project and it was overlayed in the paving work.

At the early stages of the project, the contractor proposed a detour that would eliminate the traffic from the area where the structures were to be built. After a lengthy negotiation an agreement was reached between the contractor, the City of Milton-Freewater and the State to build the detour. The detour was built with funds that were saved by deletion of the stage construction and finances provided by the City. The City provided all cost above the stage construction funds. Total cost was $149,000 and the City's share was $17,000.

The contractor's original proposal of the detour indicated that it would be a great time saver and allow the project to be completed at a very early date. This was a consideration of approving the detour and 90 days were deleted by change order from the contract time.

There was no time saved as a result of the detour. The project time was overrun due to the contractor's operations and lack of diligent attention to the progress of the work.

A major controversy on the project was the contractor's selection of a materials source. A State source was made available for the project but the contractor elected to furnish a source of his own. He encountered great difficulty in acquiring permits for his source. He created more difficulty by choosing not to abide by the permits once they were obtained. It turned out that his source did not have adequate raw material for the project and every available source of material in the area was utilized for raw crushing material. This amounted to quite extensive haul in some cases.

The aggregates produced were satisfactory in most cases, however, one exception was the $\frac{1}{4}$"-0 material produced for paving aggregate. To start with, the paving of the detour was done through a commercial plant that had a small Barber-Green plant. This plant was able to produce mix in gradation and we were not aware of any excess 200 in the $\frac{1}{4}$"-0. The contractor proposed paving the main line with a drum dryer and a change order was processed to allow the change. Immediately it was apparent that a 200 problem existed. We tried numerous ways to get this under control, but most all were unsatisfactory. It was finally decided that the base lift could procede, but the top lift would require correction. The contractor brought in a large sand screw and washed the $\frac{1}{4}$"-0 material for the top lift and this proved satisfactory.

There is an 18 inch siphon on the project that serves a small irrigation ditch. The pipe operates under a head in excess of 20 feet. The pipe sheet gave the contractor a choice of material and he furnished aluminum pipe. The siphon was installed under very poor conditions and failed to function properly. After considerable delay the pipe was uncovered and an attempt was made to seal the joints. This got rather involved with the supplier, the contractor and our lab. and we were unable to obtain satisfactory results. The contractor requested that he be allowed to substitute smooth bore steel pipe coated with welded joints. This request was approved. The aluminum pipe was removed and the new installation was made and worked very well.

Reed
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We encountered a couple of problems with the outfalls of the storm sewer. One had to be extended through the dike into the river and another had to be moved to prevent contamination of an irrigation system.

We had some problems with adjacent land owners. This is to be expected on a project of this type, however, the fact that our right-of-way was very limited and many temporary easements were acquired added to the problems. Driveways were a constant problem during construction, but when the project was completed they were not as severe as the property owners anticipated.

It was unfortunate that this project progressed so slow. This alone makes the adjacent property owners uneasy and irritable.

I feel that we have build a good job that will serve the community well for many years.

W C Ferguson
W. C. Ferguson
Resident Engineer

WCF:ll
cc.:file

STRUCTURE NARRATIVE
CONTRACT NO. 7970

LITTLE WALLA WALLA RIVER BRIDGE, BRIDGE NO 6677-A

Work on the structure began December 26, 1973.

One problem on this bridge was right-of-way on the left side. Due to the lack of an easement by one property owner, it was necessary to excavate within one-foot of the property line and then keep the workmen off the property.

The Special Provisions stated there would be no water in the channel from October to June. This was in error as the water had to be put in by the middle of March. This deadline was met, but it was necessary to use a 7.5 sack mix to obtain the required strength on the deck so that the falsework could be removed. To preclude this happening in the future, we should obtain a letter signed by all directors of the Ditch Companies involved stating the exact dates the water will be out of the ditch.

Under the center portion of this structure, that was left in place, it was necessary to write Extra Work Order #2 to clean out the channel to meet the channel requirements on the new sections on both sides.

Three utility lines (water, sewer, and gas) were encountered at plan elevation on the right extension and it was necessary to write Price Agreement #2 to adjust forms and hand excavate around these lines. Also it was necessary to adjust forms and block-out around sewer lines on the left extension.

The structure was completed on March 25, 1974 except for finish work which was completed on December 5, 1975.

MILTON U'XING U.P.R.R., BRIDGE NO. 6675-A

The construction sequence of this structure was completely changed due to the use of the Elizabeth Street Detour,(see Price Agreement No.'s 6 thru 16 for details in changes).

Work on the Shoofly began in October 1974 and was in service on February 20, 1975.

Railroad section gang's removed the ties and track from the existing structure on February 21, 1975. The contractor began dismantling the existing steel early in March.

The major problems on this structure:

1. Lack of room to excavate footings due to the Shoofly. This severly restricted the work area and the outside walls had to be excavated vertical.

2. The elevation of normal ground water was at the same elevation as the top of the bottom step of the abutment footings. This required extensive pumping in order to keep the excavation dry.

3. The 6½-inch bolts for the top and bottom flange splices were rejected three times before acceptable bolts were delivered to the project.

4. The armored corner at the abutments was shown only on sheet 9 of 13, which was for deck & walkway details, and not on any of the concrete sections. Consequently this detail was missed and it was necessary to chip out the concrete to place the armored corner. This detail should have been shown on either sheet 4 or 5, which contain abutment details, to draw the contractor's attention.. Also section EE on sheet 9 of 13 shows the typical joint section with the cover plate attached to the concrete, this makes it very difficult to obtain a water-tight

HILT[illegible] U'XING C.P.R.R., BRIDGE NO 6675-A (cont.)

seal. If possible, on the next project it would work better if the ½ X 9½ inch cover plate was increased in size to ½ X 16 inch and welded to the floor beam rather than the armored corner. This size would extend it out to the edge of the concrete and the membrane could then be in one continuous piece over the joint and down the face of the concrete.

5. The Slope Paving on this structure was eliminated as it would have been a triangle, sloped in three directions and the end result would have looked like hell.

EASTSIDE ROAD U'XING, BRIDGE NO. 6979-A

Work on this structure was begun on January 6, 1975, with the removal of the existing structure. This was completed on January 21, 1975. Excavation for Bent #2 began in late January and the structure was completed late in January 1976.

The only major problem with this structure was the No. 18 column steel. These were bundled and to obtain the correct spacing between the top and bottom mat, it was necessary to deepen the footing 6-inches. With bars of this size bundled, the designer should draw up a large scale drawing to see if they will fit in the space alloted.

Slope paving on a 1½ : 1 slope is very difficult at best, due to the required compaction on the slope and then finding a material that can be fine graded and not ravel.

Berm paving was called for on the plans, but no theought was given as to how it could be placed with 1-foot of clearance from the bottom of the box. Also there was no wall to retain the fill at the end of the structure. The Berm paving was therefore eliminated and the slope paving layed up to within 2-inches of the bottom slab of the box.

HUDSON BAY SIPHON BOX REPLACEMENT, BRIDGE NO. 6976-A

The existing structure was removed by the 3rd of September, 1974 and excavating for the new structure began the next day.

Water was a major problem on this structure as the water table was 7-feet above the bottom slab. It was necessary to dewater 24 hours a day, 7 days a week.

Plan work except for finishing was completed in early January 1975. Due to the type of soil in the area, it was decided to add 15-feet of ditch lining with a cutoff wall poured against undisturbed materialon the inlet end, and extend the outlet end 4-feet level and add the flared section as used on the inlet.

RETAINING WALLS

The retaining walls were not designed prior to the letting of the contract, making it necessary to collect the field data and submit it to Salem for the design of the walls. The plans, on page 2, did show a section of a wall, but it did not show a toe trench.

When the retaining walls were designed, they specified a 9-inch toe trench poured against undisturbed material. The contractor stated that if we would widen the toe trench to 12-inches, he would perform all work at unit prices. Price Agreement #5 was written to cover this change. On future jobs, if it is at all possible, I would recommend the walls be designed and put into the contract plans.

SIGNING

Work on the contract signing was begun on June 17, 1975 and was completed with no major problems. Due to the vertical alignment of some intersecting roads, it was necessary to adjust the locations of some stop signs in order to adequately warn traffic. The Northbound guide signs would have been more effictive if they had been placed on the right side of the roadway rather than on the back of the Southbound signs on the left. Specifically signs no. 15, 16, 18, 21, 22, & 27.

TRAFFIC SIGNAL INSTALLATION

Work on the traffic signal installation bagan on May 19, 1975 and was completed, with final adjustments made by Dean Tabor and Bill Jones from the Traffic Section in Salem, on August 19, 1975. The signals were turned on full operation on October 15, 1975.

LANDSCAPING AND IRRIGATION SYSTEM

The work on the irrigation system was begun on May 29, 1975 and was completed on June 30, 1975. There were no major problems encountered.

Work on the landscaping began on August 19, 1975 and was completed, with all shrubs and bark mulch in place on August 29, 1975. There were no major problems encountered.

CURBS, SIDEWALKS, BICYCLE RAMPS, & DRIVEWAYS

There was in excess of ten miles of type "C" curb on the project. Except for short areas around the inlets, all of the curb was extruded. As is generally the case when extruding, you can obtain very good horizontal alignmentbut the vertical alignment is only as good as the finishers folling the machine. This is due to the height of the type "C" curb. Unless the finishers are constantly watched, each contraction joint will slump on both sides.

On future contracts with large amounts of curbs, such as this project, I recommend we use a modified type "A" curb with a 'w' dimension of 10-inches or less. I realize this would substantialy increase the concrete yardage, but on a project of this type where we must collect and dispose of all water from the roadway, I believe the additional cost would be justified.

The only problem with the bicycle ramps, sidewalks, and driveways was keeping off of them until the concrete had set-up.

The Special Provisions should state specifically that access must be available at all times to the property owner and businesses through the curbs and driveways and a drawing as to how we want this accomplished should be included in the plans.

H. [illegible]. VanCleave, Res. Eng.

7970

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STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-31

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-3-76

Form Approved; O M B No. 04-R2089

State Oregon

County Umatilla

Project Number RF-170(22)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 9, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,464,797	$ 4,651,288
Federal funds	$ 3,489,238	$ 3,634,910
Other revisions		

This modification is made for the following reasons:

To include additional approved Price Agreements and EWO

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ESHunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Oregon State Highway Division
Salem, Oregon July 27, 1976

Federal Aid Project
No. RF-170(22)

Milton-Freewater - Washington State Line Section
Oregon-Washington Hwy. in Umatilla County

Revised Project Agreement Estimate.
Type Code 6203
Roadway (Sta. 68+00 to Sta. 316+14.88)

Subtotal on previous estimate of November 5, 1973			$3,403,286.64
Additional Approved Items			
PA 1 Install & Remove Temporary Fence	956 lin.ft.	0.94	898.64
PA 1 Install Chain Link Fence	989 lin.ft.	11.53	11,403.17
PA 18 Furnish & Install 27" Sewer Pipe	2,193 lin.ft.	16.89	37,039.77
EWO 10 Extend Storm Sewer Outfall	All Required		10,020.63
	Increase		$ 59,362.21
	Subtotal		$3,462,648.85
	Engineering (13-1/2%)		467,457.15
	TOTAL		$3,930,106.00
Structures same as previous estimate of November 5, 1973			$ 721,182.00

Length of Roadway - - - - - - - - - - - - - 4.696 miles
Length of Structures - - - - - - - - - - - 0.004 mile
TOTAL 4.700 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,930,106.00	$3,071,307.00	$ 858,799.00
Structure	721,182.00	563,603.00	157,579.00
TOTAL	$4,651,288.00	$3,634,910.00	$1,016,378.00

Group 1 - 99%
Group 8 - 1%
Contract No. - 7970
Prefix No. - 30-1026

7970

STATE COPY

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Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Umatilla
PROJECT REPORT NO. 5	11-9-73	PROJECT NO. F-170(22)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 11 Milton-Freewater N. 4.70 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-3-73	4.70
OTHER *(Specify)*		

FUNDS Pro rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,464,797	$ 3,489,238

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunt
Assistant State Highway Engineer
(Title)
By ______
(Title)
By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer November 9, 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. F-170(22)

Oregon State Highway Division

MILTON-FREEWATER - WASHINGTON STATE LINE SECTION

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, November 5, 1973

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 68+00 to Sta. 316+14.88)

Mobilization	All	Required		$ 295,850.00
Furnishing Field Laboratory Building	1	only	2,000.00	2,000.00
Temporary Protection and Direction of Traffic	All	Required		50,000.00
Temporary Signs	2,200	sq.ft.	7.60	16,720.00
Temporary Barricades	260	only	65.00	16,900.00
Temporary Continuous Rail Traffic Barrier Reflectorized	4,700	lin.ft.	4.50	21,150.00
Flagman	4,000	hour	8.00	32,000.00
Clearing and Grubbing	All	Required		45,250.00
Removal of Structures and Obstructions	All	Required		42,750.00
Ditch Excavation	270	cu.yd.	3.00	810.00
Embankment Foundation Excavation	2,800	cu.yd.	2.00	5,600.00
General Excavation	123,000	cu.yd.	1.60	196,800.00
Overhaul	49,000	C-yd.sta.	0.60	29,400.00
Trench Excavation	15,400	cu.yd.	4.70	72,380.00
Finishing Roadbed and Slopes	4.9	mile	2,500.00	12,250.00
Furnishing and Placing Topsoil	340	cu.yd.	4.00	1,360.00
Watering	5,200	M-gal.	2.00	10,400.00
Structure Excavation	650	cu.yd.	6.00	3,900.00
Bituminous Base Mixture	64,000	ton	5.10	326,400.00
Asphalt in Bituminous Base Mixture	3,500	ton	50.00	175,000.00
1" - 0 Aggregate Base	13,000	ton	2.90	37,700.00
Plant Mixed Aggregate Base	91,000	ton	2.90	263,900.00
Class "B" Asphalt Concrete Mixture	57,000	ton	5.60	319,200.00
Class "C" Asphalt Concrete Mixture	9,700	ton	6.40	62,080.00
Asphalt Concrete Wearing Course Mixture	14,300	ton	6.30	90,090.00
Asphalt Cement in Mixture	5,300	ton	50.00	265,000.00
Asphalt in Tack Coat	45	ton	120.00	5,400.00

Class "A" Concrete in Retaining Walls	220	cu.yd.	110.00	24,200.00
Reinforcement in Retaining Walls	15,000	lb.	0.34	5,100.00
8-inch Culvert Pipe	170	lin.ft.	3.30	561.00
12-inch Culvert Pipe	180	lin.ft.	4.50	810.00
18-inch Culvert Pipe	180	lin.ft.	6.50	1,170.00
36-inch Culvert Pipe	130	lin.ft.	13.00	1,690.00
18-inch Siphon Pipe	250	lin.ft.	9.00	2,250.00
18-inch Irrigation Pipe	520	lin.ft.	8.00	4,160.00
12-inch Sewer Pipe	10,500	lin.ft.	6.20	65,100.00
15-inch Sewer Pipe	7,200	lin.ft.	8.00	57,600.00
18-inch Sewer Pipe	4,100	lin.ft.	10.00	41,000.00
21-inch Sewer Pipe	3,600	lin.ft.	11.00	39,600.00
24-inch Sewer Pipe	2,600	lin.ft.	14.00	36,400.00
27-inch Sewer Pipe	2,700	lin.ft.	15.30	41,310.00
30-inch Sewer Pipe	700	lin.ft.	19.00	13,300.00
36-inch Sewer Pipe	8	lin.ft.	40.00	320.00
Extra for Pipe Under Pavement	2,700	lin.ft.	15.00	40,500.00
Installing 24-inch Pipe Under Railroad	22	lin.ft.	85.00	1,870.00
Concrete Manholes	80	only	800.00	64,000.00
Concrete Inlets	160	only	400.00	64,000.00
Concrete Siphon Boxes	2	only	4,000.00	8,000.00
Concrete Diversion Boxes	1	only	1,500.00	1,500.00
Concrete Ditch Lining	43	cu.yd.	120.00	5,160.00
6-inch Drain Pipe	1,150	lin.ft.	3.30	3,795.00
8-inch Drain Pipe	25	lin.ft.	5.00	125.00
12-inch Drain Pipe	730	lin.ft.	5.50	4,015.00
18-inch Drain Pipe	800	lin.ft.	7.50	6,000.00
Special Filter Material in Drains	330	cu.yd.	14.00	4,620.00
Guard Rail, Type 2A	55	lin.ft.	9.00	495.00
Guard Rail, Type 2A Double Faced	125	lin.ft.	13.00	1,625.00
Guard Rail, Type 3	110	lin.ft.	15.00	1,650.00
CL-4 Chain Link Fence	1,100	lin.ft.	3.50	3,850.00
Concrete Walks	5,000	sq.yd.	6.00	30,000.00
Concrete Driveways	4,000	sq.yd.	8.20	32,800.00
Concrete Bicycle Ramps	37	only	50.00	1,850.00
Concrete Curbs	1,500	cu.yd.	50.00	75,000.00
Extra for Asphalt Approaches	100	only	150.00	15,000.00
Extra for Asphalt Traffic Markers	500	lin.ft.	1.00	500.00
Loose Riprap, Class 100	30	cu.yd.	18.00	540.00
Adjusting Manholes	3	only	350.00	1,050.00
Roadside Seeding and Mulching	10	acre	350.00	3,500.00
Signing				
Removal of Existing Sign Installation	All	Required		1,500.00
Painted Wood Sign Posts	All	Required		2,500.00
Sign Support Footings	All	Required		2,800.00
Pipe Sign Posts	All	Required		6,000.00
Single Sign Supports	All	Required		13,000.00

Double Sign Supports	All Required		5,000.00
Type "A" Signs in Place	1,459 sq.ft.	8.00	11,672.00
Type "C", "D", and "R" Signs in Place	630 sq.ft.	6.00	3,780.00
Type "E" Signs in Place	157 sq.ft.	6.50	1,020.50
Type "EE" Signs in Place	96 sq.ft.	8.00	768.00
Type "I" Signs in Place	16 sq.ft.	7.00	112.00
Type "U" Signs in Place	16 sq.ft.	9.00	144.00
Move and Reinstall "Welcome to Oregon" Signs	All Required		1,500.00
Traffic Signal Installation, Complete	All Required		22,000.00
Furnishing and Planting Shrubs	260 only	13.00	3,380.00
Bark Mulch	6 unit	200.00	1,200.00
Irrigation System	All Required		3,500.00

RCBC Siphon
Bridge No. 6676A

Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structure Excavation	900 cu.yd.	10.00	9,000.00
Structure Excavation Below Elevations Shown	80 cu.yd.	10.00	800.00
Class "A" Concrete (150 cu.yd.)	All Required		40,000.00
Reinforcement (20,000 lb. @ $0.20)	All Required		6,000.00
Siphon Gates	All Required		900.00
12-inch Sluice Gate	1 only	800.00	800.00
			$3,253,682.50

Additional Items

Stage Construction Striping and Removal (Adhesive)	All Required		$ 35,000.00
Temporary Erosion Control	All Required		2,500.00
Permanent Pavement Striping	All Required		6,000.00
Lime Treated Subgrade	All Required		18,000.00
6-inch Steel Water Pipe	All Required		650.00
Controller Testing	All Required		500.00
Remove and Rebuild Picket Fence, Sta. 68+70	All Required		100.00
On-the-Job Trainees (11 @ $800)	All Required		8,800.00
Install Water Meter (1-1/2-inch & 6 Mo. of Water)	All Required		480.00
Trash Rack	All Required		500.00
Screen Fence (Junkyard, Sta. 165 Eastside)	All Required		13,250.00
60-inch 1/2 Circle Slope Retainers	8 only	200.00	1,600.00
City of Milton-Freewater Sewer, Water and etc.	All Required		62,224.14
			$ 149,604.14

Subtotal	$ 3,403,286.64
Engineering	340,328.36
Total	$ 3,743,615.00

Type Code X023
Bridge No. 6677A (Sta. 74+71.75 to Sta. 74+92.75)

Bridge Removal Work	All	Required		$ 7,000.00
Shoring, Cribbing, etc.	All	Required		8,000.00
Structure Excavation	470	cu.yd.	9.00	4,230.00
Structure Excavation Below Elevation Shown	40	cu.yd.	20.00	800.00
Special Footing Backfill	90	cu.yd.	10.00	900.00
Class "A" Concrete (265 cu.yd.)	All	Required		40,000.00
Reinforcement (50,000 lb.)	All	Required		18,000.00
				$ 78,930.00

Type Code X631
Bridge No. 6675A (Sta. 107+83.23)

Bridge Removal Work	All	Required		$ 15,000.00
Shoring, Cribbing, etc.	All	Required		15,000.00
Structure Excavation	3,700	cu.yd.	10.00	37,000.00
Structure Excavation Below Elevation Shown	100	cu.yd.	10.00	1,000.00
Class "A" Concrete (550 cu.yd. @ $140)	All	Required		50,000.00
Railroad Expansion Joint	50	lin.ft.	100.00	5,000.00
Reinforcement (102,000 lb.)	All	Required		40,000.00
Structural Steel (500,000 lb.)	All	Required		22,500.00
Bearing Devices	4	only	1,200.00	4,800.00
Preparation of Slopes	170	sq.yd.	5.00	850.00
Concrete Slope Paving	170	sq.yd.	10.00	1,700.00
Slope Paving Curbs	60	lin.ft.	10.00	600.00
Waterproofing Railing U'xing	270	sq.yd.	20.00	5,400.00
4-inch Drain Pipe	170	lin.ft.	5.00	850.00
Furnish HP 12x53 Steel Piling in Stockpile	1,440	lin.ft.	10.00	14,400.00
Furnish Trestle Pipe Caps in Stockpile	168	lin.ft.	70.00	11,760.00
Furnish Lumber and Timber in Stockpile	20,000	fbm.	0.43	8,600.00
				$ 234,460.00

Type Code X721
Bridge No. 6979A (Sta. 108+95.98)

Bridge Removal Work	All Required		$ 10,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structure Excavation	800 cu.yd.	9.00	7,200.00
Structure Excavation Below Elevation Shown	70 cu.yd.	9.00	630.00
Class "A" Concrete (900 cu.yd.)	All Required		130,000.00
Reinforcement (305,700 lb.)	All Required		100,000.00
Two Tube Metal Railing	440 lin.ft.	20.00	8,800.00
Pedestrian Handrail	220 lin.ft.	20.00	4,400.00
Preparation of Slopes	340 sq.yd.	5.00	1,700.00
Concrete Slope Paving	340 sq.yd.	10.00	3,400.00
Berm Paving	130 sq.yd.	10.00	1,300.00
Slope Paving Curbs	200 lin.ft.	10.00	2,000.00
Reinforced Concrete Bridge End Panels	210 sq.yd.	30.00	6,300.00
			$ 277,730.00
Additional Items			
Contractor to Assist RR in Track Construction and Trestle Removal	All Required		$ 7,000.00
Railroad Protective Costs	All Required		18,000.00
Traffic Signal Interties (RR)	All Required		2,000.00
Men and Equipment to Construct Trestle	All Required		37,500.00
			$ 64,500.00
	Subtotal		$ 655,620.00
	Engineering		65,562.00
	Total		$ 721,182.00

Length of Roadway - - - -	4.696 miles
Length of Structures- - -	0.004 mile
Total- - -	4.700 miles

Cost of Roadway Per Mile- $797,531.96

Retained in Program Status

City of Milton-Freewater		
Power Poles	All Required	5,000.00
Install City Sewer on Str.	All Required	1,000.00
Amber Flashers	All Required	5,000.00
	Subtotal	$ 11,000.00
	Engineering	1,100.00
	Total	$ 12,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,743,615.00	$2,925,635.00	$ 817,980.00
Structures	721,182.00	563,603.00	157,579.00
Subtotals	$4,464,797.00	$3,489,238.00	$ 975,559.00
Retained in Program	12,100.00	9,456.00	2,644.00
Totals	$4,476,897.00	$3,498,694.00	$ 978,203.00

Group 1 - 99%   Group 8 - 1%

Contract No. 7970

Prefix: 30-1026

MILTON-FREEWATER - WASHINGTON STATE LINE SECTION

Nonparticipating - State Work

Setting Mailbox Posts	50 only	40.00	$ 2,000.00
Furnish Mailbox Posts	All Required		750.00
State Responsibility for Damages	All Required		500.00
Install Telephone Conduit on Str.	All Required		400.00
			$ 3,650.00

MILTON-FREEWATER - WASHINGTON STATE LINE

City of Milton-Freewater Utilities

	City	State	Total
W-1 LIne	$ 8,077.83	$23,488.55	$31,566.38
W-2 Line		6,455.49	6,455.49
W-3 Line	2,851.84	4,538.30	7,390.14
W-4 Line	10,231.47	1,408.75	11,640.22
W-5 LIne		19,063.35	19,063.35
S-1 LIne		7,269.70	7,269.70
S-2 Line	1,409.21		1,409.21
S-3 Line	1,963.86		1,963.86
	$24,534.21	$62,224.14	$86,758.35

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 28, 1973
Salem, Oregon

SUBJECT: Revised Railroad Estimate
Milton-Freewater-Washington
State Line Section
Washington Highway
Umatilla County
FAP No. F-170(22)

To: L. H. Young
Office Engineer

ATTENTION: Mr. R. N. Chase

Enclosed is a revised estimate from Union Pacific Railroad covering the expense of the reconstruction of the Highway undercrossing of the Union Pacific Railroad tracks on the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Milton-Freewater, Umatilla County. This estimate has been revised upward due to the omission of the Union Pacific Railroad on their original estimate of including the work necessary for placing in the pile caps and stringers on the temporary trestle. The increase in cost due to the placing of the pile caps and stringers are broken down as follows:

Item	From	To
Equipment Rental	$ 4,500	$ 6,000
Wages for operation of diesel pile driver	3,000	5,000
Erect Caps and Sway bracing	new item	3,600
Erect stringers, ties bulkheads, FW	new item	6,000
Labor & Material additives	3,479	7,745
Contingencies	1,364	2,745
Total for Labor	$13,715	$30,820
Total for Material	5,110	6,700
Total for trestle work	$18,825	$37,520

The item "Engineering" on the Exhibit "B" is chargeable to preliminary engineering and not construction costs. The item "Engineering Inspection" is the railroad protective cost and these are not changed significantly.

SP*52475-734

This information is being provided to you so that it may be included in the contract authorization amount and the Federal Highway Administration can be notified of this increase.

Yours truly,

J. E. Chidsey
Railroad & Utility Engineer

JEC:db

cc: E. S. Hunter w/attachments
H. S. Coulter "
C. T. Keasey "
W. J. Hart "
V. L. Gallagher "
C. G. Swenson "
W. E. Schwartz "
Harlin Gerlach "

777

NO. 134

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION MILTON-FREEWATER- WASHINGTON STATE LINE	WEEK ENDING 19 June 1976	SECTION PREFIX 30-1026
HIGHWAY OREGON-WASHINGTON	COUNTY UMATILLA	
NAME OF JOB MILTON-FREEWATER-WASHINGTON STATE LINE	KIND OF WORK GRADING, PAVING, STRUCTURES, SIGNING & SIGNALS	
CONTRACTOR S. D. SPENCER and SON	CONTRACT NUMBER 7970	FEDERAL AID PROJECT NUMBER F-170(22)
DATE OF CONTRACT NOVEMBER 1, 1973	DATE WORK STARTED 26 December 1973	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 409	WORK DAYS USED CALENDAR DAYS USED 579½
PROJECT AUTHORIZATION: $4,580,249.06	SPECIFIED COMPLETION DATE AUGUST 31, 1975	PERCENT OF TIME ELAPSED 141.7%
EXCLUSIVE OF ENGINEERING: $4,254,542.46	ENGINEERING AUTHORIZATION $325,706.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $4,518,464.07	ENGINEERING COST TO DATE $467,236.76	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: UNDERRUN 1.3%	PERCENT OF AUTHORIZATION 143.5%	DATE PROJECT WAS COMPLETED: 3-27-76 ?,

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		curb & s-walk
100%	100%	100%	100%	100%	100%		100%

	GRADING	SURFACING	Sewer Line	BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.90 Mi.	4.90 Mi.	4.18 Mi.	4.90 Mi.	4.90 Mi.
MILES PARTIALLY COMPLETED	-	-	-	-	-
MILES COMPLETED	4.90 Mi.	4.90 Mi.	4.18 Mi.	4.90 Mi.	4.90 Mi.
TOTAL ESTIMATED QUANTITIES (CONTRACT)	125,800 CY	104,000 Ton	31,400 LF	64,000 Ton	81,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	117,372 CY	114,293 Ton	32,357 LF	68,664 Ton	74,212 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	117,372 CY	114,293 Ton	32,357 LF	68,664 Ton	74,212 Ton
AVERAGE DAILY QUANTITIES	-	-	-	-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-	-	-
NUMBER OF SHIFTS PER DAY	-	-	-	-	-
HOURS PER SHIFT	-	-	-	-	-

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6675A	6676A	6677A	6979A		L-SCAPE	SIGNING	SIGNALS
PERCENT	100%	100%	100%	100%		100%	100%	100%

June		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	13	Rain	0		
MONDAY	14	PtlyCldy & Mild	0		
TUESDAY	15	Ovrcst & Shwrs	0		
WEDNESDAY	16	Ovrcst & Shwrs	0		
THURSDAY	17	PtlyCldy & Warm	0		
FRIDAY	18	Clear & Warm	0		
SATURDAY	19		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 21 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

There is no contractor activity on this project. The semi-final is being submitted to Region office today, 6/18/76. This is the final weekly report of this project.

Engineering This Week:

Grading $727.62 Bridge 0

SIGNED
Resident Engineer

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7970

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cc: [illegible] D (H S Coulter) STATE COPY

~~WASH-DC-(HHO-32)~~

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

5-11-76

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 12	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH Dale Allen, Constr Engr & W. E. Fergusen, Res Engr			
DATE OF INSPECTION 5/11/76	INSPECTION MADE BY R. A. Nichols, Area Engr		PROJECT NO. F-170(22)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 141.%	WORK COMPLETED 100 %

MILTON FREEWATER-WASHINGTON STATE LINE SEC.
OREGON WASHINGTON HIGHWAY

NOTED
E. S. HUNT

1. Scope of Inspection and Review

The only reason I looked at this project during this trip is that we were notified it was completed. Indeed, it was completed sufficiently so contract time charges were stopped 3/27/76.

The contract work with one small exception was completed satisfactorily. The exception was the crusher and asphalt plant site was not reclaimed in accordance with the contract terms. When this is done, I recommend the project be accepted.

Mr. Ferguson has tentatively ascertained there will be considerable penalties for non-specification material. He is also narrating the overruns and underruns. When the penalties, claims, over and underruns are established, they will be the subject of another report.

In addition to the contract work the State will place additional signs and signals at the intersection with Main Street with State forces. At the present time it is difficult for traffic to ascertain which lane they are to be in for left or right turn movement at this intersection. The extra signing and signals should clarify this.

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO Construction
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Noted
E.K.

Previous Editions of PR-33B Will Not Be Used.

-7970

5-10-76

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ·170(22)

STATE PROJECT NO. Milton Freewater - Washington State Line

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. P539

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 1 2 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10-3-73	4-29-76	Primary Route 19
		STATE ROUTE NUMBER
		Primary Route 8

GENERAL LOCATION:

Intersection of SW 2nd at Main (City of Milton-Freewater)

GENERAL DESCRIPTION OF WORK:

Install three-section signal head, sign and removal of railroad signal.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 29, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 13 in the estimated amount of $600 - Federal Funds $470.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-76	E. J. Valach	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*72A30-734

7970

April 14, 1976

Mr. L. A. Kirkeby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, OR 97227

Dear Mr. Kirkeby:

All work under Contract No. 7970, Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway in Umatilla County, was completed March 27, 1976.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before July 25, 1976.

Very truly yours,

C. T. Keasey
Construction Engineer

RDC:ljt

cc: Gene Hickam
J. E. Chidsey
R. D. Church

7970 13

PRO 6-2

April 6, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. F-170(22)
Milton Freewater-Washington State Line

We are forwarding two copies of a fully executed supplemental agreement between the Union Pacific Railroad Co. and the Oregon Transportation Commission on the subject project.

We request that one copy of the agreement be returned approved for our files.

CL:md

cc: D. E. Swan
J. E. Chidsey

7970

Files

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

April 2, 1976

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Supplemental Agreement
Milton-Freewater--Washington
State Line Section
Oregon-Washington Highway
Umatilla County
Contract No. 7970
R/W File: 47194

The State's fully executed counterpart of the above captioned Supplemental Agreement has been handed to Velda DeGuire for processing, after which it will be forwarded to your office for your permanent records. Distribution of conformed copies has been made as indicated below. This Supplemental Agreement supplements the Agreement between the Union Pacific Railroad Co. and the Oregon Highway Division dated December 21, 1973 and transmitted to you and other interested parties on March 27, 1974.

This Supplemental Agreement covers work necessary to detour the traffic over Elizabeth St. in the City of Milton-Freewater during the construction period. The Section Heads should review this Agreement to acquaint themselves with the responsibilities their Section must bear in fulfilling this Agreement.

JEC:jk

cc: H. S. Coulter
C. T. Keasey w/copy agmt.
D. H. Moehring "
W. J. Hart "
V. E. Skoog "
D. E. Swan w/2 copies agmt.
J. L. Sollis w/copy agmt.
J. B. Boyd w/original agmt.
W. E. Schwartz w/copy agmt.
Harlin Gerlach "
W. C. Ferguson "

NOTED
FRAN NEAVOLL

797-

1

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

NOTED
H. S. COULTER

3 16 76

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH W. E. Fergusen, Res Engr

DATE OF INSPECTION 3/16/76	INSPECTION MADE BY Original Signed by R. A. NICHOLS R. A. Nichols, Area Engr	PROJECT NO. F-170(22)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 138 %	WORK COMPLETED 94 %

MILTON FREEWATER-WASHINGTON STATE LINE SEC.
Oregon Washington Highway

1. Scope of Inspection and Review

This job is nearing completion so the main purpose of the visit was to discuss the remaining work with Mr. Fergusen.

2. Work Completed

The AC paving work is completed except for a very minor amount around a couple of curbs. The Curbs are completed except for finishing the curbs in the island at the Eastside Road connection. The sidewalks are in except for the sidewalk between 5th and 10th streets. The forms for this sidewalk are nearly complete. All contract sign posts are placed. Several signs have not been placed, but they have been delivered. The structures are complete.

In other words, the remaining work is primarily dressing and cleanup.

3. Work in Progress

Contractor was filling in area inside of island at the Eastside Road connection and no other work was in progress.

4. Findings

It has taken a long time to get this job done.

RECEIVED
MAR 30 1976
Office of
Assistant State Highway Engineer

5. Comments

The contract specified portland cement concrete sidewalks on the southern side of the project and a level area behind the curbs on the remainder of the project; this level area was supposed to be for pedestrians and bicy-

-MOREclists. Last year the contractor had material behind the curb, but it wasn't leveled out. Even if the material were leveled it is doubtful if it would have remained satisfactory because it contained a large percentage of river rock. Wind and rain would have exposed the rock, so it was decided to smooth out the material, then cover it with 1/4-0 rock. This has been done, making it much better. However, it is still barely suitable for pedestrian traffic and is still unsuitable for bicycles. I recommend that in future projects that if we construct a berm under the guise of a pedestrian or bike path, it be surfaced with a hard surface so there is some incentive for using it.

When the contractor paved last year he left a gap about 1000 feet long because of conflicts with building the railroad and Eastside road structures. He removed his plant after completing the initial paving, consequently he had to have a commercial plant supply the AC. He arranged for a company in Walla Walla to mix the materials. The aggregates came from the contractor's source in Milton Freewater. I reviewed the AC class B reports on February 27 and they indicated the mix was good. It had a good visual appearance also, and the contractor was doing an excellent job of placing it in spite of the weather. The class E mix was placed subsequent to that time. It, too, has a good appearance but the test results weren't good. About 2000 tons were placed, 11 samples were tested, all failed. All except 1 sample contained an excessive amount of -10 material. The minus 200 averaged about 1.2% high (design mix 4%±2) but was within specs.

There is a continuous problem with traffic being in the wrong lane at the intersection with Main Street. To try to correct this a change order will be issued to cover the costs of furnishing and placing lane direction signs.

7970

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-170(22)

STATE PROJECT NO. Milton-Freewater/Washington State Line

COUNTY NAME Umatilla

PROGRAM NO.

ITEM NO. P-539

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO [illegible]
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-29-75

FEDERAL ROUTE NUMBER Primary Route 19

STATE ROUTE NUMBER Primary Route 8

GENERAL LOCATION:

SR 11 Milton Freewater North 4.70 miles

GENERAL DESCRIPTION OF WORK:

You are now authorized to proceed with actual adjustments for the City of Milton-Freewater waterlines effective 8-29-75. Reimbursement on an agreed lump sum basis of $495.68 - Federal funds $374.30.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandum dated 8-24-73 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the City of Milton-Freewater consisting of your Regional Utility Engineer's verbal notice, the City of Milton-Freewater's Invoice of 9-4-75, and the plans and estimated furnished by Mr. Preston's 1-22-76 letter.

DATE 1-27-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7470

45

October 1, 1975

S. D. Spencer & Son Company
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7970 for work on the Milton-Freewater - Washington State Line Section of Oregon-Washington Highway No. 8 in Umatilla County.

Careful consideration was given to the reasons you submitted. A 24-day extension of time is granted for work performed during the installation of additional 27-inch storm sewer pipe under Price Agreement No. 18.

The State's position remains unchanged on the siphon issue (Station 116). We believe a workable contract plan and specification existed and problems encountered are the contractor's responsibility.

From information now available, there is not a valid basis to revise the Elizabeth Street detour agreements.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
V. E. Skoog
W. E. Schwartz
Robert Church
Dick Hacek

JAB:FR 1a

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 29, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project FAP 120(22)
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We concur in the 24-day extension of time as requested in Mr. Coulter's September 25 letter.

for G. K. Hossner
G. L. Green

RECEIVED
SEP 30 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

10-1-75
cy Keasey
~~Schwartz~~
[illegible]
[illegible]
Story

7970

DATE September 25, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 7970
Milton-Freewater - Washington State Line
FAP No. F-170(22)

S. D. Spencer and Son Company, contractors, has submitted a request for a 158-day extension of time for the subject project. The request was based on the following:

1. The 90-day reduction in contract time (Price Agreement No. 9) agreed to as part of the Elizabeth Street detour proposal, was a judgment error. Even though the detour worked as planned, it did not result in a savings in time. (90 days requested)
2. Problems encountered during the installation of an aluminum pipe siphon at Station 116 prevented the opening of 10th Street as a detour and delayed the removal of the old East Side Road structure. (39 days requested)
3. A revision to the contract (Price Agreement No. 18) required the installation of an additional 2,150 lineal feet of 27-inch storm sewer pipe. (29 days requested)

At this time we believe only the third reason is valid for extending time. This work was done June 19 to July 17, 1974 during which there was a five-day holiday stop work order.

Your concurrence is requested in a 24-day extension of time.

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

JAB:fr 1a

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7970

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 23, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Milton-Freewater-Washington
State Line Section
Contract No. 7970
Time Extension Request

S. D. Spencer & Son, contractor, has submitted a 158 day request for time extension on the subject project.

Contract No. 7970 was awarded on November 1, 1973 with 475 calendar work days specified. Actual work did not commence until December 26, 1973, when contractor's forces started work on the Little Walla Walla River Bridge. No contract work, other than this minor structure, was attempted until February 12, 1974.

Early in the contract time, S. D. Spencer & Son Company proposed that the stage construction sequence shown on the plans for the railroad and East Side County road structures be deleted and a detour constructed on Elizabeth Street in Milton-Freewater. A collection of eleven price agreements (Nos. 6 - 16) were negotiated and approved documenting this change. Price Agreement No. 9 revised the contract time from 475 to 385 calendar work days. This reduction in time was offered by the contractor as an additional selling point for his proposal.

A review of contract documents shows that job progress slowed while contractor's efforts were directed at the Elizabeth Street detour proposal. The contract progress was further slowed by a controversy which arose over the rock crushing operations.

By June of 1974, the contractor had fallen behind his original schedule (475 days for completion) and well behind his revised schedule. The Resident Engineer wrote two letters, dated July 19 and July 26, 1974, noting a lack of job progress.

The Elizabeth Street detour was opened on August 14, 1974, but no significant increase in job progress was noted. Contract work was pursued in a steady fashion, but not at a rate which would insure completion within the specified contract time.

The structural work now controls job completion. It is significant to note that neither of the two major structures was started until more than a year had elapsed. Progress was very slow until June of 1975. Both structure sites were available after the detour was open in August, 1974. To our knowledge, there have been no material delivery delays or labor strikes, etc., which delayed this work. (see 2 charts attached)

RECEIVED
SEP 24 1975
Office of
Assistant State Highway Engineer

The contractor has submitted three reasons to support his request for time extension. They are as follows:

1. The 90 day reduction in contract time agreed to in P.A. No. 9 was a judgment error. Even though the detour worked as planned, it did not result in a time savings. (90 days)
2. Problems encountered in the installation of an 18" aluminum pipe siphon at Sta. 116 prevented the opening of 10th St. as a detour and delayed the removal of the old East Side Road structure. (39 days)
3. A revision to the contract required the installation of an additional 2,150 lineal feet of 27" storm sewer pipe. (29 days)

The above statements have drawn the following responses:

1. There is no argument that the Elizabeth St. detour has performed very staisfactorily and has, in fact, accomplished many of the original objectives. However, this does not explain why certain work, unimpeded by traffic, did not accelerate as predicted or why the contractor did not even began work on critical structures for four or five months after the detour was open.

   The package of eleven price agreements did not contain provisions for a credit to the contract for anticipated savings by the contractor. These savings were offset by a promise (P.A. No. 9) that the contract work would be completed 90 days early and the facility open to the public. The contractor has not, at this time, presented a valid basis for returning this P.A. time. Our engineering is overrunning. Recommendation - grant no time.

2. The contractor exercised the option to use aluminum pipe for the siphon installation. Failure of the siphon whether due to materials or workmanship, is his responsibility. The State position is that the aluminum option was not impossible to perform. The contractor seeks the time from the date the detour opened until the final siphon installation was complete - claiming delay in access to Bridge No. 6979 A (East Rd. O'xing). However, he did not begin work on this structure until December or some two months after the siphon problem was over. Recommendation - grant no time.
3. The installation of 2,150 lineal feet of 27" storm sewer pipe was a significant "extra work" item. The work involved required 29 calendar days to complete (June 19 - July 17, 1974), but five days were not charged due to a holiday shut down order. Recommendation - grant 24 days.

I therefore concur in the Resident and Region recommendation that the contractor be granted a 24 day time extension.

The project is not yet complete. The estimated completion date is October 1, 1975. The project may overrun by 100± days. Liquidated damages accrue at the rate of $300 per day.

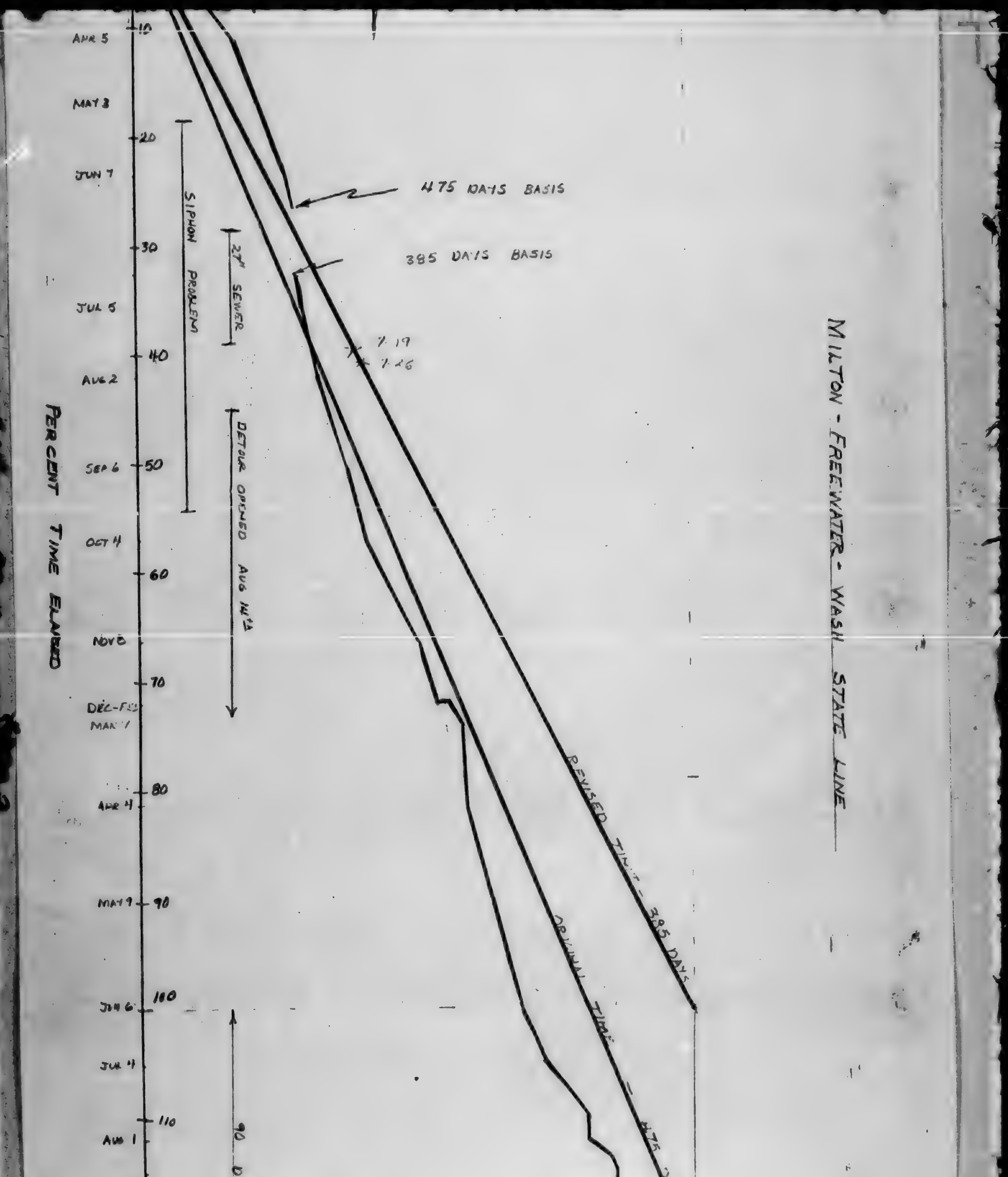
Engineering costs have overrun authorization by $25,000 to date.

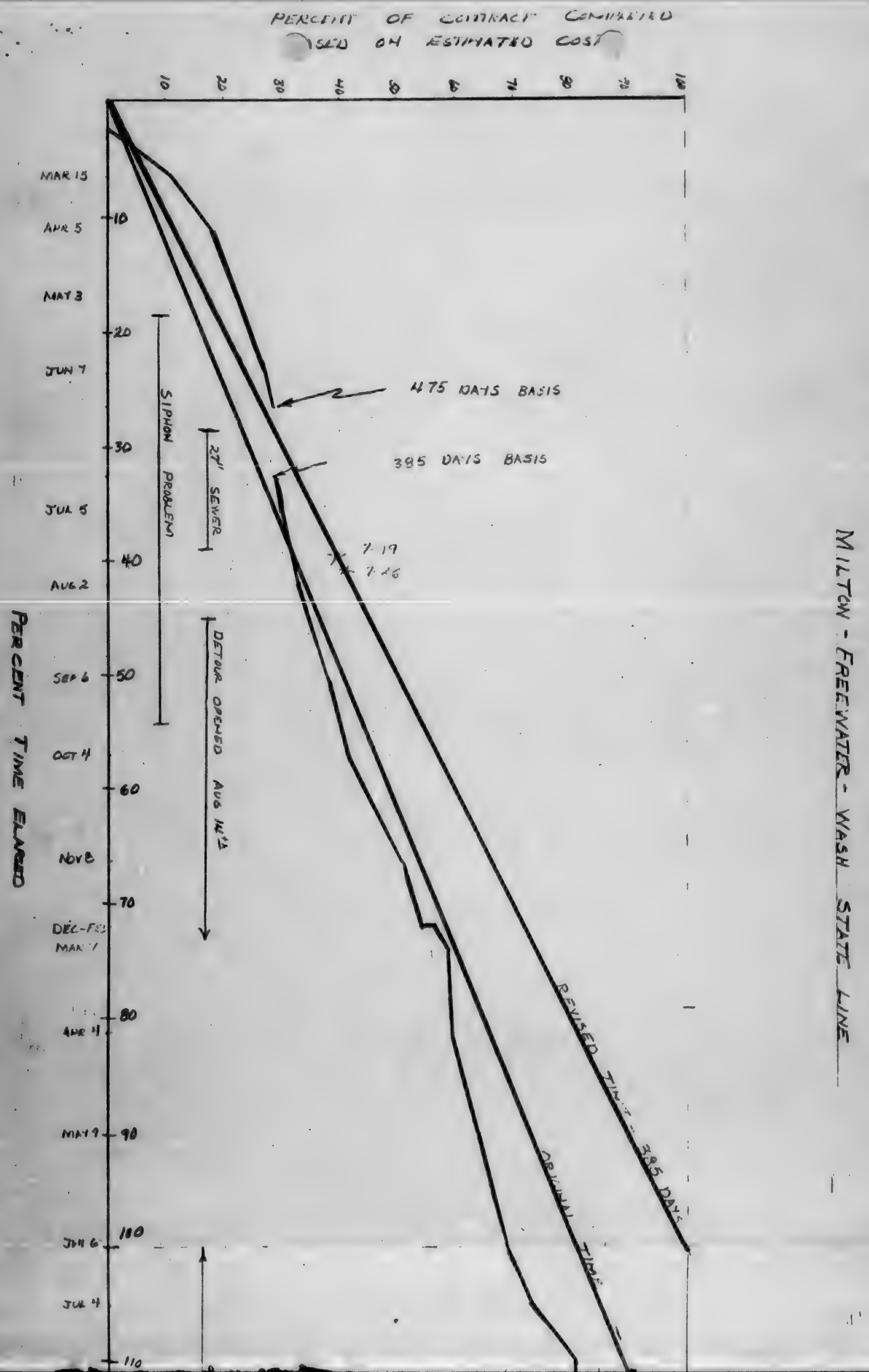
Funding for this project is federal-aid-primary. Rough draft letters to the Federal Highway Administration and the contractor are attached.

JAB:DL:fr

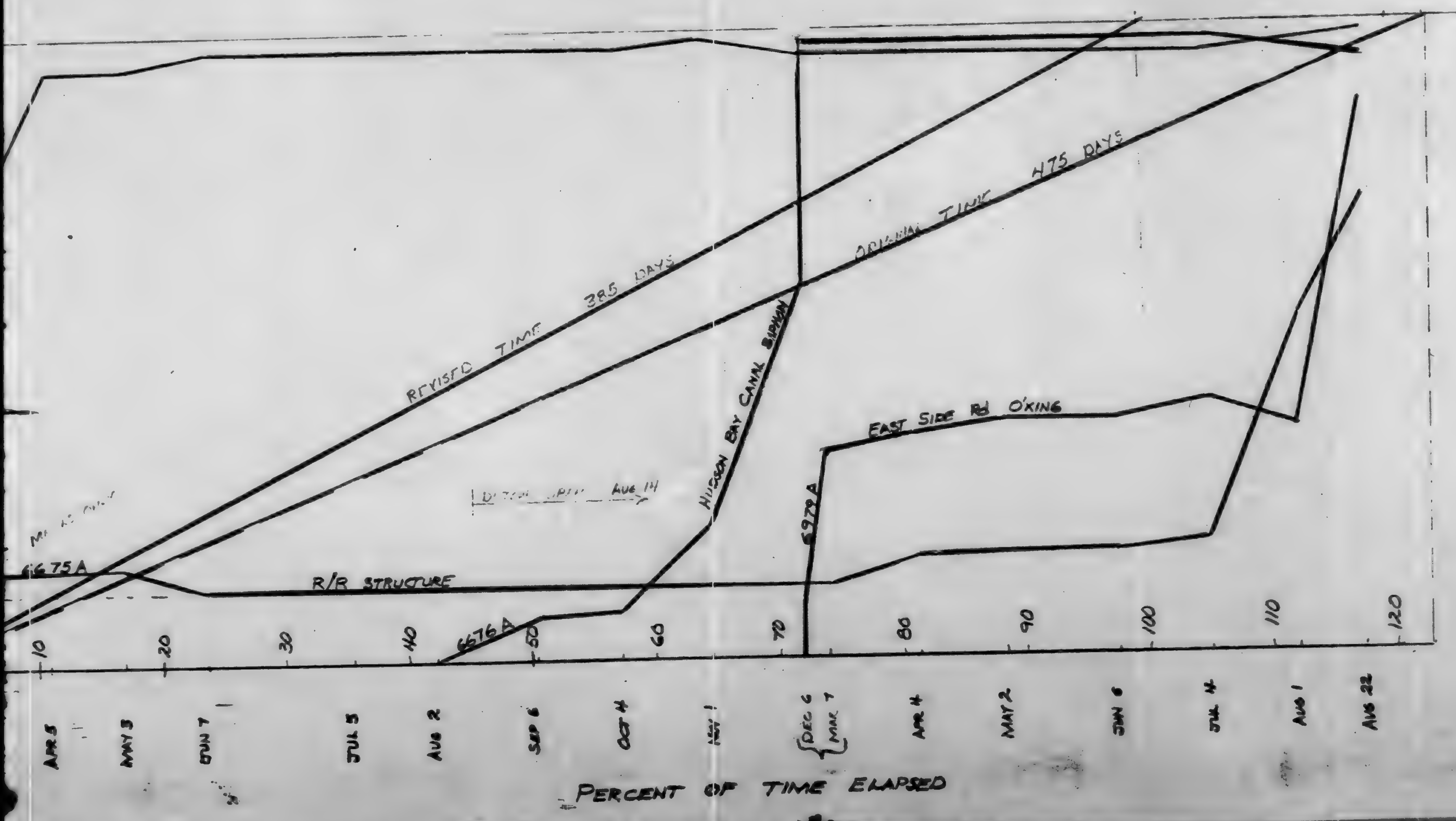
Att.

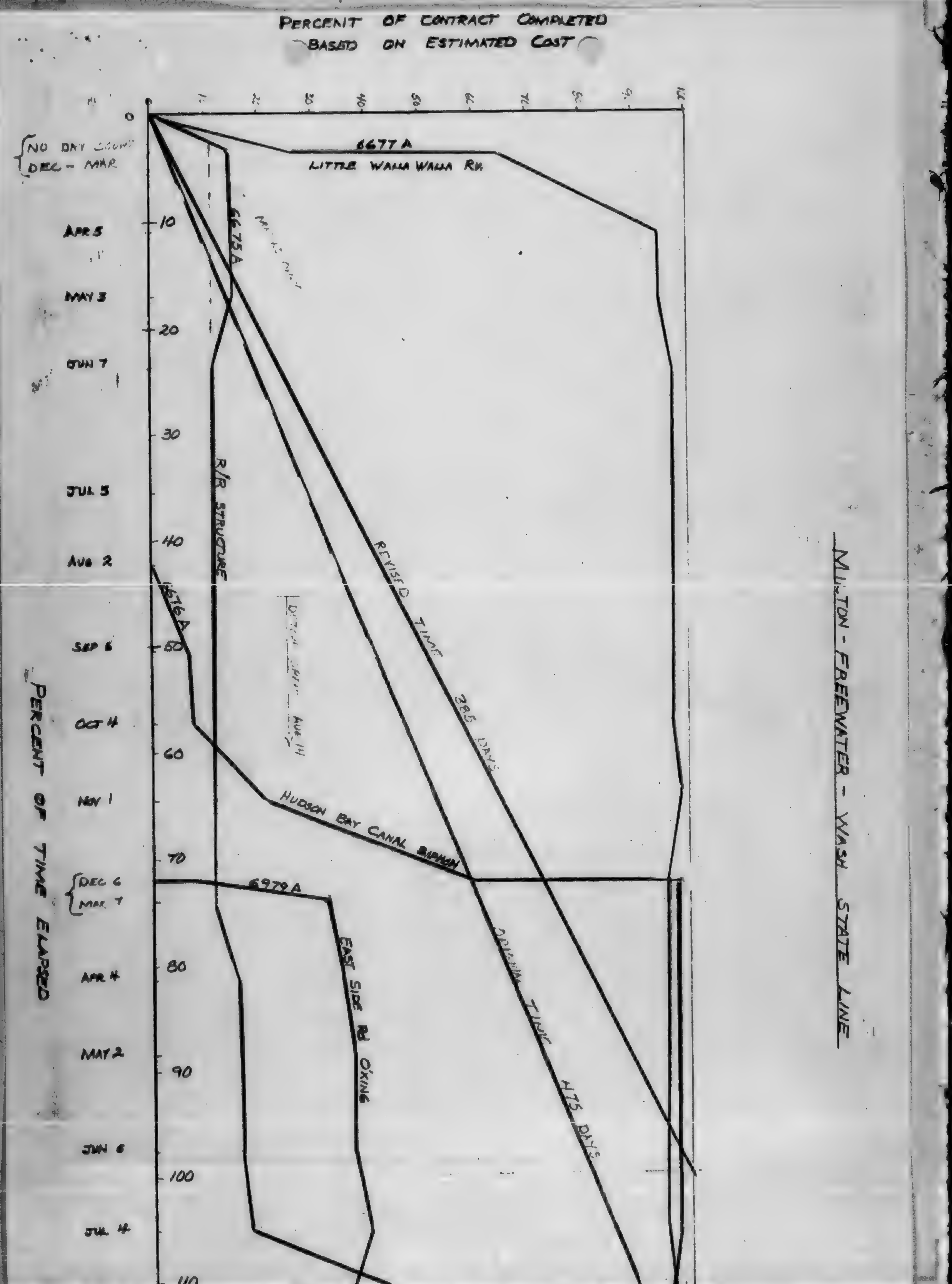
cc: Robert Church


MILTON - FREEWATER - WASH STATE LINE


MILTON - FREEWATER - WASH STATE LINE
PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST
10
20
30
40
50
60
70
80
90
100
PERCENT TIME ELAPSED
MAR 15
APR 5
10
MAY 3
20
JUN 7
30
JUL 5
40
AUG 2
SEP 6
50
OCT 4
60
NOV 8
70
DEC-FEB
MAR 7
80
APR 4
MAY 9
90
JUN 6
100
JUL 4
110
SIPHON PROBLEM
27" SEWER
DETOUR OPENED AUG 14th
475 DAYS BASIS
385 DAYS BASIS
7.19
7.26
REVISED TIME - 385 DAYS
ORIGINAL TIME

MILTON - FREEWATER - WASH STATE LINE





MILTON - FREEWATER - WASH STATE LINE

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7970 Contractor S. D. Spencer & Son

Highway Oregon-Washington

Section Milton-Freewater-Washington State Line

Kind of Work Grading, Paving, Structures, Signing and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Denied. See attached letter.

But grant 24 days for P.A. 18 sewer work added.
J.B.

Recommended for Approval:

Regional Const. Engineer ~~Division Engineer~~

For Construction Engineer ~~or Bridge Engineer~~

~~Asst.~~ State Highway Engineer

Contract No. 7970
Project designation F-170(22) State-Federal
Date awarded Nov. 1, 1973
Work started Dec. 26, 1973
Per cent completed 85 (8/8/75) Date
No. of Workdays Allowed 475 Original 385 P.A. #9
No. of Workdays Used 438½ (8/8/75)
No. of Added Workdays Requested 158

SP*6206-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 26, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * 385 days to 543 days, within which to complete our Contract No. 7970, without the assessment of liquidated damages. The said contract is described as follows: Milton Freewater - Washington State Line Section of Oregon-Washington Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter.

* Revised workday count after 90 day credit from Elizabeth Street detour.

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By George D. Spencer
George D. Spencer, Owner

CONSENT OF SURETY

Date June 26, 19 75

We, St. Paul Fire and Marine Insurance Company, a Minnesota Corporation, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley, Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
JUL 9 1975
RESIDENT ENGINEER
RE ☐ — ARE ☐

AREA CODES - VANCOUVER 206, PORTLAND 50

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

RECEIVED
JUL 9 1975
RESIDENT ENGINEER
RE ☐ — ARE ☐

June 26, 1975

W. C. Ferguson
Resident Engineer
P. O. Box 459
Pendleton, Oregon 97801

Re: O.S.D.H. Contract 7970
M-F to Wash. State Line

Dear Mr. Ferguson;

Pursuant to expiration of calendar work days on this project, I have reviewed the correspondence with your office and it appears S. D. Spencer and Son has made a gross error in offering 90 calendar work days for construction of Elizabeth Street Detour. Stations 100+00 to 136+00, price agreement No. 9.

The error in offering 90 calendar work days has created serious problems, with respect to the expiration date of contract calendar work days. Due to these problems, I humbly ask of you, to reconsider this time reduction with the basis for this request listed as follows.

1. The Elizabeth Street Detour has proved to be an adequate and satisfactory means of providing a constant flow of traffic, with more than four emergency vehicle trips a week.

2. The detour has removed congestion from bridges No. 6675 and 6979 respectively, (Union Pacific R. R. station 107+83.23.) and (Eastside Road overcrossing station 108+95.98.) and has greatly enhanced public safety.

3. The detour has provided the safe removal and construction of Hudson Bay Canal siphon box. Station 112+08.

Additional time is requested for installation of 18" siphon pipe. (Station 116)

Situation:

The option to use aluminum pipe at station 116 was used, and installed on May 18, 1974. After installation, the pipe leaked excessively at the connecting bands and was determined faulty. The pipe supplier was contacted along with personal from your labratory in Salem. Their inspection determined that the siphon would not function properly as constructed. On September 11, 1974 a request was made for a alternate welded steel pipe. On September 13, 1974 the request was granted. Installation of alternative steel pipe was completed on September 23, 1974 and proved to be very satisfactory.

The time loss involved in correcting this pipe problem prevented S. D. Spencer and Son from opening 10th street as a detour, and directly resulted in being unable to remove the 8th street structure. 39 calendar work days were lost on this problem.

Further additional time is requested for installation of an additional 2,150 lineal feet of 27" storm sewer pipe. (Stations 242+06 to Station 263+60, price agreement No. 18.) S. D. Spencer and Son's sub-contractor was not prepared with necessary equipment in conjunction with said contract, resulting in delayed contract work while installing this additional pipe. Installation started June 19, 1974 and completed July 17, 1974. 29 calendar work days were lost due to delayed contract work.

It is my opinion after reviewing the project problems that 68 calendar work days are needed to justify the delay of the contractor. This additional work delay time, and the 90 days offered orignally, will provide S. D. Spencer and Son with enough time to complete the contractual obligation.

Respectively,

S. D. Spencer and Son

Wm B Cole Sr

By William B. Cole Sr.
Project Supertintendent

WBC/ag

cc: Vancouver

NOTED
H. S. COULTER

LRW LAG 99 8-27-75 4.28 APM

H S COULTER
ATTN C I KEASEY

DIAGONAL SLATS ARE APPROXIMATELY 40 PERCENT INSTALLED TO DATE ON FENCE AT MILTON.

DALE ALLEN
SH¾4.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
August 26, 1975

FROM: Dale D. Allen
Regional Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

Dale D Allen

SUBJECT: R/W File 46566
Milton-Freewater-
Washington State Line Sect.
Oregon-Washington Highway
Umatilla County
F-170(22)
Contract No. 7970

Bruce Boyd's August 14, 1975 letter to you pertains to doing additional work on a chain link fence that screens the auto wrecking yard on the above project. You asked for our recommendation.

The fence in question has been the topic of much correspondence on this project, some of which Mr. Boyd may be unaware of. The principal item is that the fence has been redesigned twice, once at the request of the property owner and once at the request of the FHWA. The latest revision requires diagonal slats to reduce the "see through". Required price agreements and designs have been approved and materials ordered.

For the above reasons and because of the fact that the FHWA's August 10, 1973 notice requires "Effective Screening", and our proposed rules require "Adequate Screening", we contend that the fence will be both adequate and effective and no further work should be done. The FHWA, property owner, and this office believe the revisions have brought this fence into substantial compliance with the laws and rules as they now stand. Future fencing may require a revised design, depending on the outcome of the rules Mr. Boyd is working on at the present time.

DDA:sh

cc Bill Ferguson w/attach

RECEIVED
AUG 27 1975
Office of
Assistant State Highway Engineer

Dale Allen 8-27-75
Proceed per approved plan.
Act. Asst. St. Hwy Engr.
cc: J.B. Boyd
8-27-75

Discussed w/Boyd & Allen — Chatwood is reviewing in the field and will discuss further w/ Boyd. 8-27-75
Not Sent

FACING East
TAKEN BY KAChatwood
DATE TAKEN 7-21-75

COMMENTS: Highway User looks into Auto Wrecking yard due to inadequate lateral fence.

No. 1

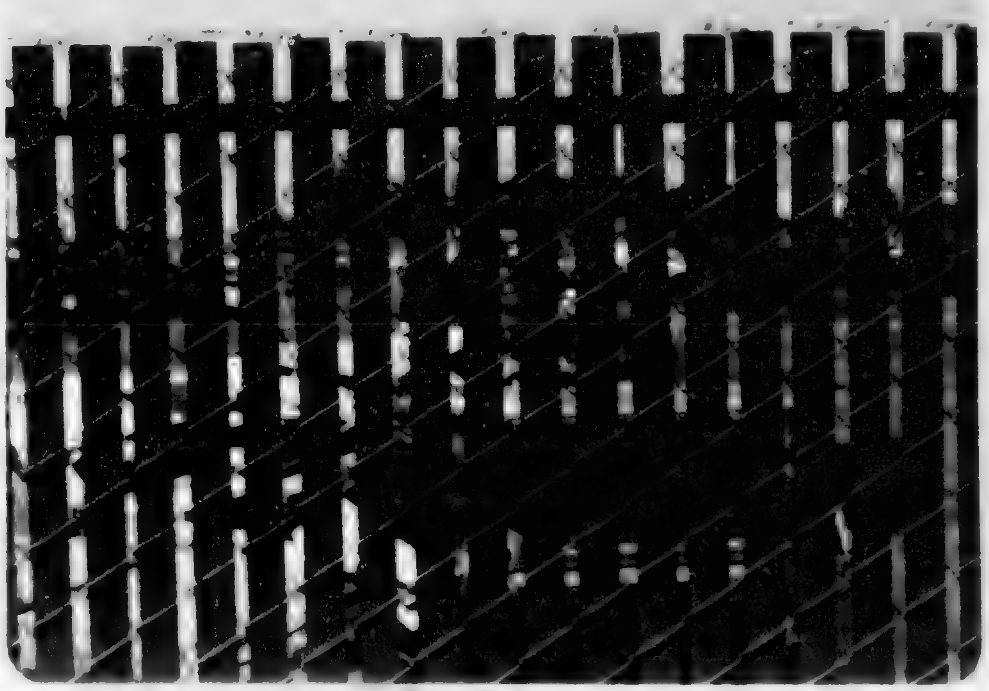
SUBJECT AT ENG. STA. 158+00 to 169+50
TAKEN FROM ENG. STA. 158+00
FACING Northeast
TAKEN BY KAChatwood
DATE TAKEN 7-21-75

COMMENTS: Good looking fence except absence of pickets in front of business

No. 2

SUBJECT AT ENG. STA. 158+00
TAKEN FROM ENG. STA. 158+00
FACING East
TAKEN BY K A Chatwood
DATE TAKEN 7-21-75

COMMENTS: Fence conceals 75% or less "see through", will meet fencing criteria to be presented at public hearing on 9-8-75.

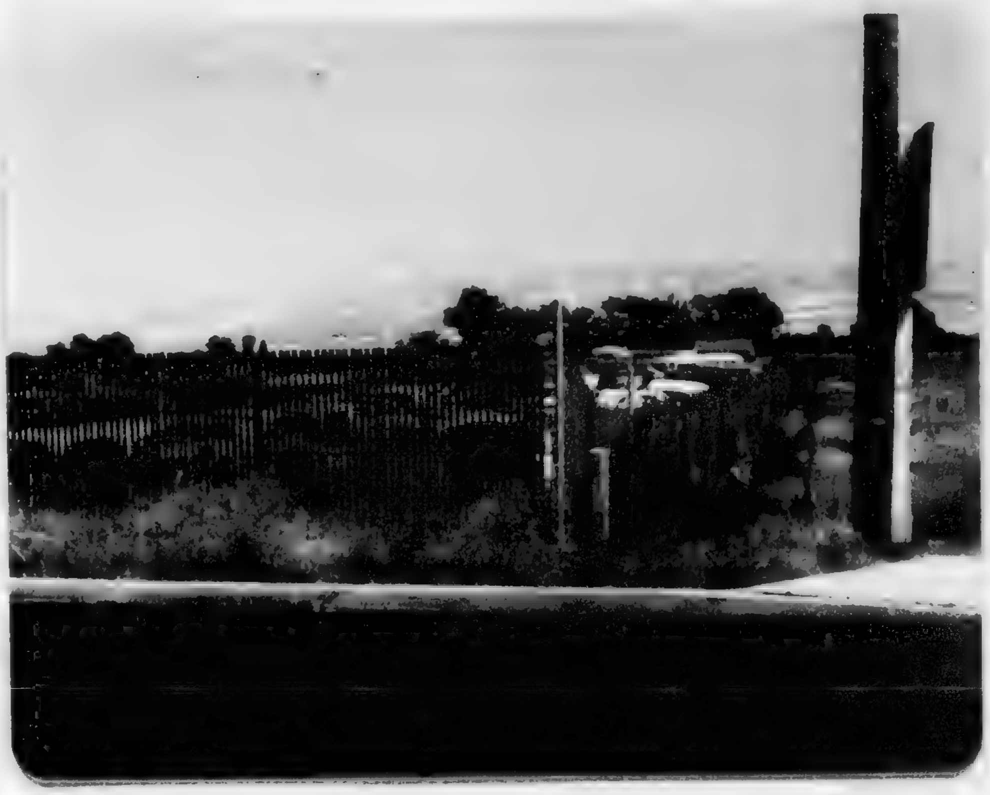


No. 3

PHOTO RECORD OF SUBJECT PROPERTY

Subject at Eng. Sta. 157+50
Taken from Eng. Sta. 158+01
Facing East
Taken by KAChatwood
Date Taken 7-21-75

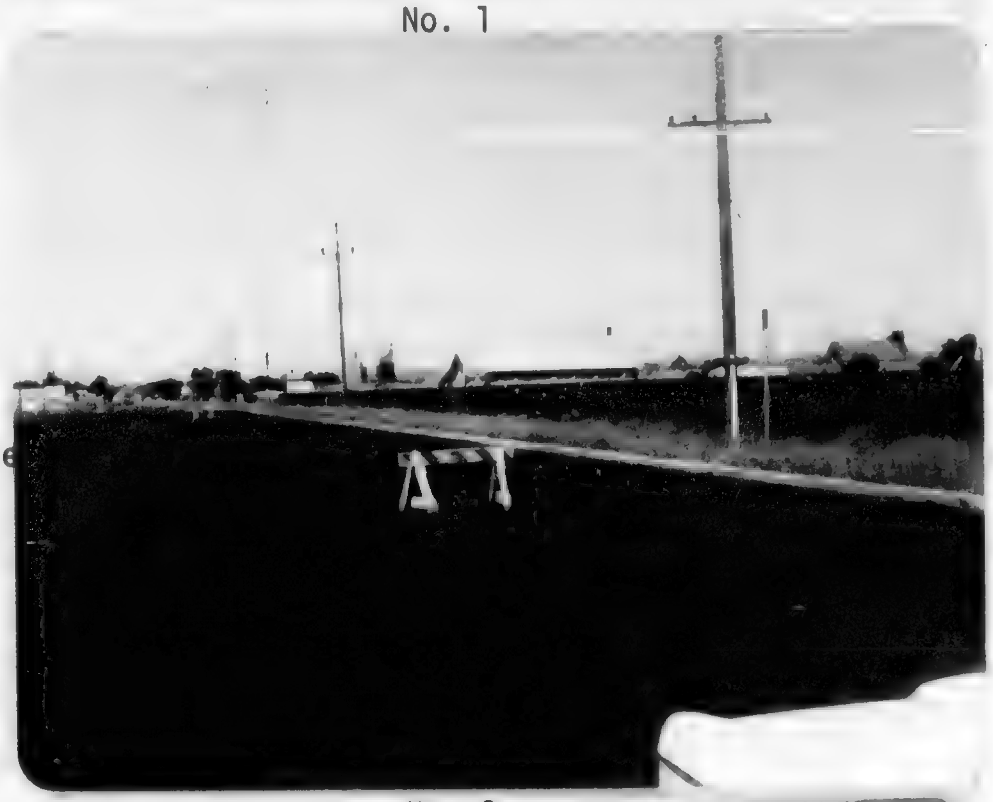
Comments: Highway User looks into Auto Wrecking yard due to inadequate lateral fence.



No. 1

Subject at Eng. Sta. 158+00 to 169+50
Taken from Eng. Sta. 158+00
Facing Northeast
Taken by KAChatwood
Date Taken 7-21-75

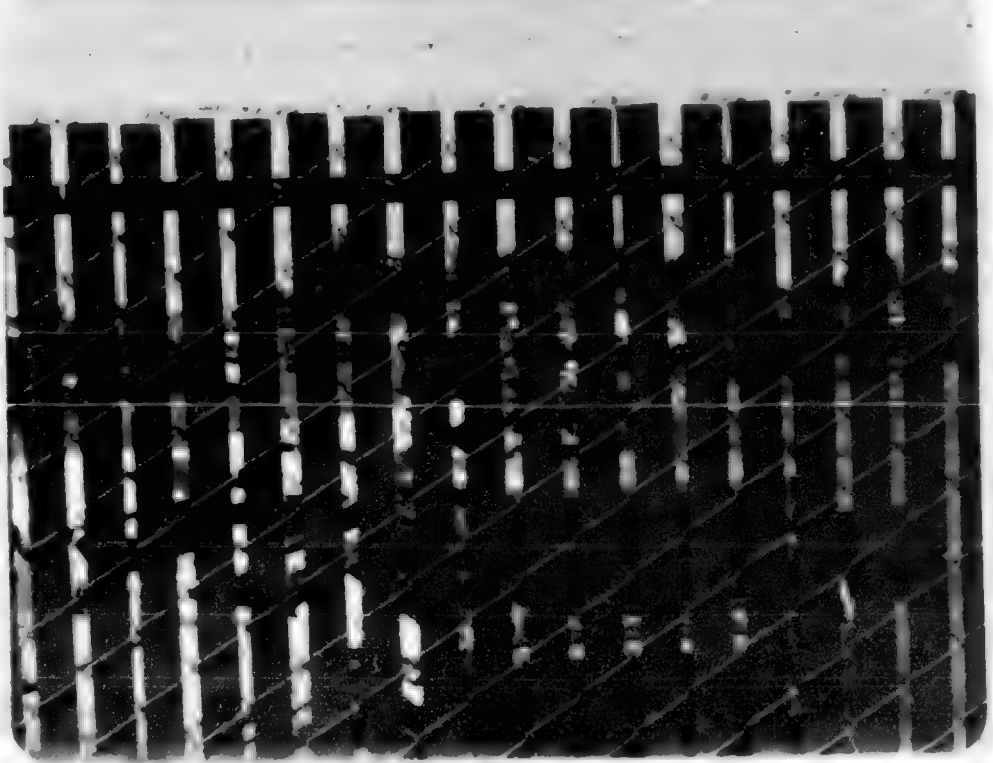
Comments: Good looking fence except absence of pickets in front of business



No. 2

Subject at Eng. Sta. 158+00
Taken from Eng. Sta. 158+00
Facing East
Taken by K A Chatwood
Date taken 7-21-75

Comments: Fence conceals 75% or less "see through", will meet fencing criteria to be presented at public hearing on 9-8-75.



No. 3

Taken from Eng. Sta.______________
Facing______________
Taken by______________
Date taken______________

Comments:

Subject at Eng. Sta.______________
Taken from Eng. Sta.______________
Facing______________
Taken by______________
Date taken______________

Comments:

A picture is worth a thousand words.

****

Glue Prints to Photo Sheet

****

Indicate R/W line on print where applicable.

****

Secure standard size prints about the size indicated here.

****

Use black and white only.

Subject at Eng. Sta.______________
Taken from Eng. Sta.______________
Facing______________
Taken by______________
Date taken______________

Comments:

PHOTO RECORD OF SUBJECT PROPERTY

FILE NO.__________

SUBJECT AT ENG. STA.__________
TAKEN FROM ENG. STA.__________
FACING__________
TAKEN BY__________
DATE TAKEN__________

COMMENTS:

SUBJECT AT ENG. STA.__________
TAKEN FROM ENG. STA.__________
FACING__________
TAKEN BY__________
DATE TAKEN__________

COMMENTS:

A PICTURE IS WORTH A THOUSAND WORDS.

****

GLUE PRINTS TO PHOTO SHEET

****

INDICATE R/W LINE ON PRINT WHERE APPLICABLE.

****

SECURE STANDARD SIZE PRINTS ABOUT THE SIZE INDICATED HERE.

****

USE BLACK AND WHITE ONLY.

SUBJECT AT ENG. STA.__________
TAKEN FROM ENG. STA.__________
FACING__________
TAKEN BY__________
DATE TAKEN__________

COMMENTS:

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

☐ RE ☐ RCE ☐ RB
☑ ROE
☐ RDE

AUG 20 197
RECEIVE
REGIONAL OFFIC

8-18-75

REFER TO
Regions 5
By Asst. State Hwy. Engr.

EWO #17 attached

What can you recommend as the best way to resolve this problem. — Apparently we were obligated to replace wood fence with a chain link fence in our R/W agreement and haven't lived up to our commitment. — Should have alternates, costs, needed easements etc — Scott

Include R/W agreement +

DATE August 14, 1975

TO H. S. Coulter
Assistant State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

J B Boyd

SUBJECT Junkyard Program
R/W File 46566
Milton Freewater - Washington State
Line Section
Oregon - Washington Highway

During our right of way negotiations with the owner of Kilmer's Auto Wrecking Yard in Milton-Freewater, it was decided that we must rehabilitate his fence as a conforming auto wrecker.

Our original design indicated 200 feet of fence on one side and 300 feet of fence on the other, obviously we did not follow our plans and much less than the original fence has been constructed. In addition to which we are in the midst of a junkyard program which calls for certain specifications, one of which of course is the non-visibility from a primary highway. In order to make this yard not visible, corrective work must be done on the sidelines to this auto wrecking yard. My suggestion for the repair work are shown on the attached conceptual plan and profile of the work necessary to make this yard conform. I realize that we must probably negotiate with the abutting owner for the fill and have a proper design made for the stability of the fence in the fill. These should be done after you approve the proposal and we have engineering data sufficient to outline our requirements. ~~The profile~~ and plan are merely drawn to indicate a reasonable solution.

Not defined to date

You can see from the attached pictures the problem. Also attached is a copy of our present standards that we have prepared and are going to hearing with and hopefully to be approved by both the general public and the Federal Highway Administration. The main area we are moving into is the definition of see-through which will allow the type of fence we constructed in Milton-Freewater to be conforming.

If you agree with the principles shown, I request you transmit it to the field for necessary action.

RECEIVED
AUG 14 1975
Office of
Assistant State Highway Engineer

JBB:jk
attachments

NOTICE WHEN PUBLIC HEARING WILL BE HELD

Before the Department of Transportation
Oregon Highway Division
Right of Way Section

In the matter of adoption
of a Rule 29.721 establishing
criteria to screen auto
wrecking yards from view of
highway user in compliance
with Senate Bill 590.

Notice of Adoption of Rule
and Procedures ORS 481.370
Wrecking Yard Fence Criteria

1. On September 8, 1975, at 2 p.m., a public hearing will be held in room 122 of the State Highway Building on East Summer Street between Center and Chemeketa Streets, N.E., Salem, Oregon to consider the rules and regulations regarding the "enclosure of other barrier at least six feet in height" required to fence or screen auto wrecking yards in Oregon.

2. The proposed rule and regulation provides as follows:

9.721
FENCING AND SCREENING RULES AND REGULATIONS FOR AUTO WRECKING YARDS NOT IN A BUILDING PROMULGATED PURSUANT TO ORS. 481.370

A. All auto wrecking yards in Oregon are to be screened by natural objects, plantings, fences or other appropriate means so as not to be visible from the main travelled way of a State highway or an Arterial highway.

1. Definitions:

a. Arterial Highway - a County road or a City street designated as a through street by a City or a County.

b. Visible - capable of being seen without visual aid by a person of normal vision.

c. See Through - for the purpose of fencing, refers to the open space between the pickets, slats or mesh.

2. Facilities within industrial zone:

Screen the view to a height of six (6) feet at the fence line from the viewer and conceal at least 60% "see-through" by actual measurement.

3. Facilities which are a non-conforming use in commercial, agricultural, silvicultural or undeveloped areas:

   Screen the view by the highway user and conceal at least 75% "see through" by actual measurement.

4. Facilities which are a non-conforming use in residential areas:

   a. Screen the view by the highway user and conceal at least 75% "see through" by actual measurement.

   b. Where an auto wrecking yard abuts a non-arterial street or road, or an alley, or is visible from a residence, the fence must:

      1) Screen the view by at least 75% "see through" by actual measurement to a height of six feet.

      2) Limit access into the yard, particularly by children for their safety.

5. Facilities within 1100 feet of Interstate and Primary highways.

   a. Screening of sufficient height to screen the inventory and operation from the highway user.

   b. Fences shall screen the view and conceal at least 75% "see-through" by actual measurement.

B. If screening is done with a man-made fence, the fence must:

   1. Be designed and constructed to withstand wind pressure of 20 pounds per square foot.

   2. Be constructed in a workmanlike manner with uniform and balanced alignment, in accordance with good fencing industry practice.

   3. Have regular maintenance consisting of painting, if required, and prompt repair of damage.

   4. Have gates that are kept closed except for actual use for ingress or egress of moving vehicles or have gateways so constructed to screen the inventory and operation from the highway user at all times.

   5. Be subject to either County or City ordinances and conform to the most stringent rule.

6. Be in conformance to above requirements by July 1, 1976.

C. If screening is to be accomplished by natural vegetation, the landscaping will be of an evergreen variety, compatible to the area, be planted with a program for watering and maintenance according to good landscape industry practice and planted by July 1, 1976. The vegetation planted shall be of sufficient size to grow to a height capable of screening the yard from view of the highway user by July 1, 1981.

D. An auto wrecking yard may have a physical or natural barrier which screens the inventory and operation from the highway and arterial user and which limits access, in residential areas, into the yard by children.

E. Auto wrecking yards and junkyards not in zoned industrial areas and in existence prior to June 30, 1967, that can only be practically screened by landscape plantings or man-made fences placed upon highway right-of-way and/or upon adjoining the owner's property may be screened at State expense, subject to State and Federal Highway Administration funds and approval.

3. The issues to be considered at the hearing is the adequacy of this procedure to comply with the law.

4. Interested persons may present their data, views or agreements, whether orally or in writing at the hearing.

5. The Right of Way Engineer, J. B. Boyd, or the Assistant Right of Way Engineer, John R. Oakes have been delegated by the Director of Transportation to preside over this hearing.

Dated ______________________

____
Cecil Head

#7770 7-7-75 1

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-170(22)

STATE PROJECT NO. Milton-Freewater-Washington State Line

COUNTY NAME Umatilla

PROGRAM NO.

ITEM NO. P 539

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNT

RECEIVED
STATE HWY ENGR
JUL 1 1 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUL 1 5 1975
Office of Assistant State Highway Engineer

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE See below

FEDERAL ROUTE NUMBER Primary Route 19

STATE ROUTE NUMBER Primary Route 8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Railroad Adjustment work

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm our verbal approval of May 13, 1975 that the proposed agreement with the Union Pacific Company submitted with Mr. Chidsey's May 5 letter is approved as to form and that upon execution of the agreement by the Oregon Transportation Commission you are authorized to proceed with the work covered by the Agreement.

Please furnish this office with a fully executed copy of the agreement for our formal approval.

ORIGINAL TO
Ruben - TAA
Copy - Chidsey
7-15-75

DATE 7-7-75

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7470

R

OREGON STATE
HIGHWAY DIVISION

P. O. Box 459 Pendleton, Oregon 97801 Phone 276-7011

☒ RE ☒ RCE ☐ RBE ☐ RME
☒ ROE JUN 23 1975 ☐
☐ RECEIVED ☐
REGIONAL OFFICE

June 20, 1975

NOTED
H. S. COULTER

~~Mr. Orlin R. Hansen~~
~~P. O. Box 467~~
~~Milton-Freewater, OR 97862~~

Dear Sir:

I feel that you were overly critical this morning when you insisted that a 2" x 4" back form for the sidewalk be removed because it was not absolutely straight. Your complaint that a portion of the form was wood and not metal was unjust.

It appears that a problem exists between you and the personnel connected with the construction project adjacent to your property.

In the future, if you have any comments, criticism or complaints to register, please inform me by letter and they will be given immediate attention.

Very truly yours,

W C Ferguson

W. C. Ferguson
Resident Engineer

RECEIVED
JUL 3 1975
Office of
Assistant State Highway Engineer

WCF:gk

cc: S. D. Spencer & Son
W. E. Schwartz ✓

info to Keasey - this is the guy at Jensen motel and this letter gives some idea what kind of a character he is

K

Routing
1 Keasey
2 Bond
3 Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 2 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

7970

R

June 18, 1975

Hon. Ed Patterson
State Representative
1608 Second Street
LaGrande, OR 97850

Same letter to:

Hon. Mike Thorne
State Senator
Holdman Route
Pendleton, OR 97801

Dear Mr. Patterson:

Attached is a copy of a letter written to Dan Zimmerman which attempts to answer questions brought up in his column. I hope this answers your questions as well.

1410 X

If I can elaborate further or give you any additional information, please let me know.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

ia

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

Att.

cc Orlin & Mildred Hansen w/att.

bc George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
Ralph Sipprell

bc George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
Ralph Sipprell

cc Rep. Ed Patterson
Senator Mike Thorne

June 18, 1975

Mr. Dan Zimmerman, Publisher
Valley Herald
Post Office Box 288
Milton-Freewater, OR 97862

Dear Mr. Zimmerman:

State Representative Ed Patterson sent us a copy of your article in the May 29 edition of the Valley Herald raising questions about the driveway ramps on the Milton-Freewater - Washington State Line Section. On this project as on most jobs constructed in an "urban" type area, the control of surface drainage is a basic part of the design and curbs are included to contain this drainage. Where driveways are included in a curbed section, it is necessary to maintain the elevation at the back of the apron close to that at the top of the curb and to slope it toward the edge of the roadway for drainage. Where a sidewalk is constructed back of the curb, the walk conforms with the driveway apron. Maintaining a uniform line at the edge of the walk away from the street minimizes the steepness of these ramps.

This past week Mr. A. E. Johnson, Deputy State Highway Engineer, and I reviewed driveways along this project. The work remaining includes the paving on the highway which will reduce the bump that people are going over and should greatly improve the appearance and ridability of the driveways.

I am sorry that you are disappointed in the driveways on this project. We will certainly not leave any ramps that would cause a "massive oil slick from thousands of cracked oil pans." It is our intention to provide safe access at all driveways so that no oil pans become cracked and hope that when the work is completed your review of the project will convince you that the road user did get his money's worth.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER
ia

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

HOME ADDRESS
E. E. "ED" PATTERSON
1608 2ND STREET
LA GRANDE, OREGON 97850

UNION COUNTY
DISTRICT 58

COMMITTEES
VICE CHAIRMAN:
TRANSPORTATION
MEMBER:
COMMITTEE ON AGING

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
STATE HWY ENGR
JUN 10 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Att	File
		X				

E JOHNS

June 9, 1975

Fred Klaboe, Administrator
Highway Division
HIGHWAY BUILDING

Dear Fred:

I have had previous conversations and correspondence with Ralph Sipprell concerning the matter described in the enclosed letter and newspaper editorial. I am enclosing the letter and editorial for your response.

I would hope that for public relations' sake you would send a letter to the Editor of the Valley Herald in Milton-Freewater explaining the rationale for construction of the highway in this matter. ✓

Having received previous inquiries at my office on this matter, I have defended the Highway Division by complimenting the engineers and telling the people concerned that it was an engineering problem and would be dealt with in a manner that would satisfy the citizens of Milton-Freewater.

Personal regards,

Ed

Ed Patterson
State Representative

EP/am
Enclosures 2

VALLEY HERALD — THURS., MAY 29, 1975 — PAGE 2

By Dan Zimmerman

● 4th estate

DISAPPOINTED: Now that the new four-lane highway between here and stateline is nearing completion, we can get a pretty good idea of the finished project. Overall, it is a nicely-constructed "freeway," but there is one gigantic error that spoils the multi-million dollar project.

To get on and off the new highway, we're all going to have to go out and buy "wheat trucks," as I call em. You know, those pickups with the body and frame set high off the ground, designed to travel through fields where stumps and rocks might lurk.

I'm sure you have seen and experienced those driveway ramps into homes and places of business that go straight up. We can't figure out why they were built on an incline instead of level, but it's sure to cause problems. We can visualize the new highway as a massive oil slick from thousands of craked oil pans.

What's more, the steep ramps are dangerous. You have to slow to a snail's pace to make a turn and that's bound to cause rear-end accidents... one of the very things the new highway was suppose to alleviate.

Residents and businessmen on the highway are hopping mad and I can't blame them. And some are talking lawsuit.

We've seen a lot of new highways built but one was never like this. And we would sure like a reasonable explanation of why those ramps are built so steep.

-DFZ-

MOBILE HOMES? REALLY NOT: No doubt the city planning commission will renew discussion Monday night on an ordinance which would allow mobile homes in the city on single lots. At first, we were violently opposed to such action that would allow trailers. But opinions change.

If the "mobile home ordinance" passes, it really won't deal with trailers as we are accustomed. In better terms, the ordinance will allow "modular homes."

And there will be severe restrictions. Such as: A minimum square footage: the home would have to be set on a permanent foundation and would have to meet all city building codes.

Most cities have such an ordinance which allows modular homes. We would favor this as long as the restrictions are strictly enforced and there are no exceptions.

-DFZ-

CONGRATS: We wish the best to recent graduates of Weston-McEwen and Umapine High School and the 100-plus seniors who will receive their diplomas from Mac-Hi Friday night.

On a double-page spread in this week's paper, many others wish you congratulations, too, so take time to read it, seniors.

Jensen's Motel

BOX 467 - MILTON-FREEWATER, OREGON 97862
PHONE (503) 938-5547

May 29, 1975

State Rep. Ed Patterson
State Capitol
Salem, Oregon 97310

Dear Honorable Ed Patterson:

Enclosed is an editorial concerning the problems with the high entrances and feelings of the local businessmen and residents.

Dan Zimmerman, Editor of the Valley Herald, has certainly hit the nail on the head when he wrote this editorial. And since I have sent you earlier a sketch and pictures of the problem at my entrance, it is common up and down the highway.

As Dan appropriately has stated we need an explanation why these ramp can't be made level.

In my opinion, the engineers have done a very poor job on designing this one. And I would suggest that on your next trip home that you come over and look it over. I would also urge you to make this problem known to Mike Throne and Wallace Mc Crae.

On second thought I'll go and get two more copies of today's paper and send them a copy.

Thanks once again.

Sincerely yours,

JENSENS'S MOTEL
Orlin R. Hansen
ORLIN R. & MILDRED L. HANSEN
Owners and Managers

Copy: Mike Throne
WAllace Mc CRAE

7970

R

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
xxxxxxxxxx

May 22, 1975

The Honorable Ed Patterson
State Representative
18B State Capitol
Salem, OR 97310

Dear ~~Representative~~ Ed Patterson:

We have contacted our Regional Engineer, Mr. Pat Schwartz, who stated he talked to Mr. Orlin R. Hansen as late as last Monday, May 19, at which time Mr. Hansen did not mention any problem.

Mr. Schwartz stated that Mr. Hansen's driveway was actually closed from May 9 through May 13 in accordance with an agreement between the owner and the contractor as being a means to expedite construction. This period included a weekend. Since then, the driveway has only been closed for short periods during construction operations and made available at other times.

The base course paving is being done today (May 22) and the driveway should be completed within a short time. Mr. Hansen's driveway will be constructed to safely accommodate all types of vehicles.

Sincerely,

Ralph

Ralph B. Sipprell
Liaison Engineer

Enc.

bc F. B. Klaboe ✓ (enc.)
A. E. Johnson "
H. S. Coulter "
C. T. Keasey "
W. E. Schwartz "

AEJ:ja

NOTED
F. B. KLABOE

E-123

[illegible] more ponding

The motel is on natural Terrain.

and Highway raised in early 1940's.

raised more now.

Mr. Wong asked me if I had talked to my lawyer about the highway his front entrance has been closed for 3 wks.

He can have entry only on First Street.

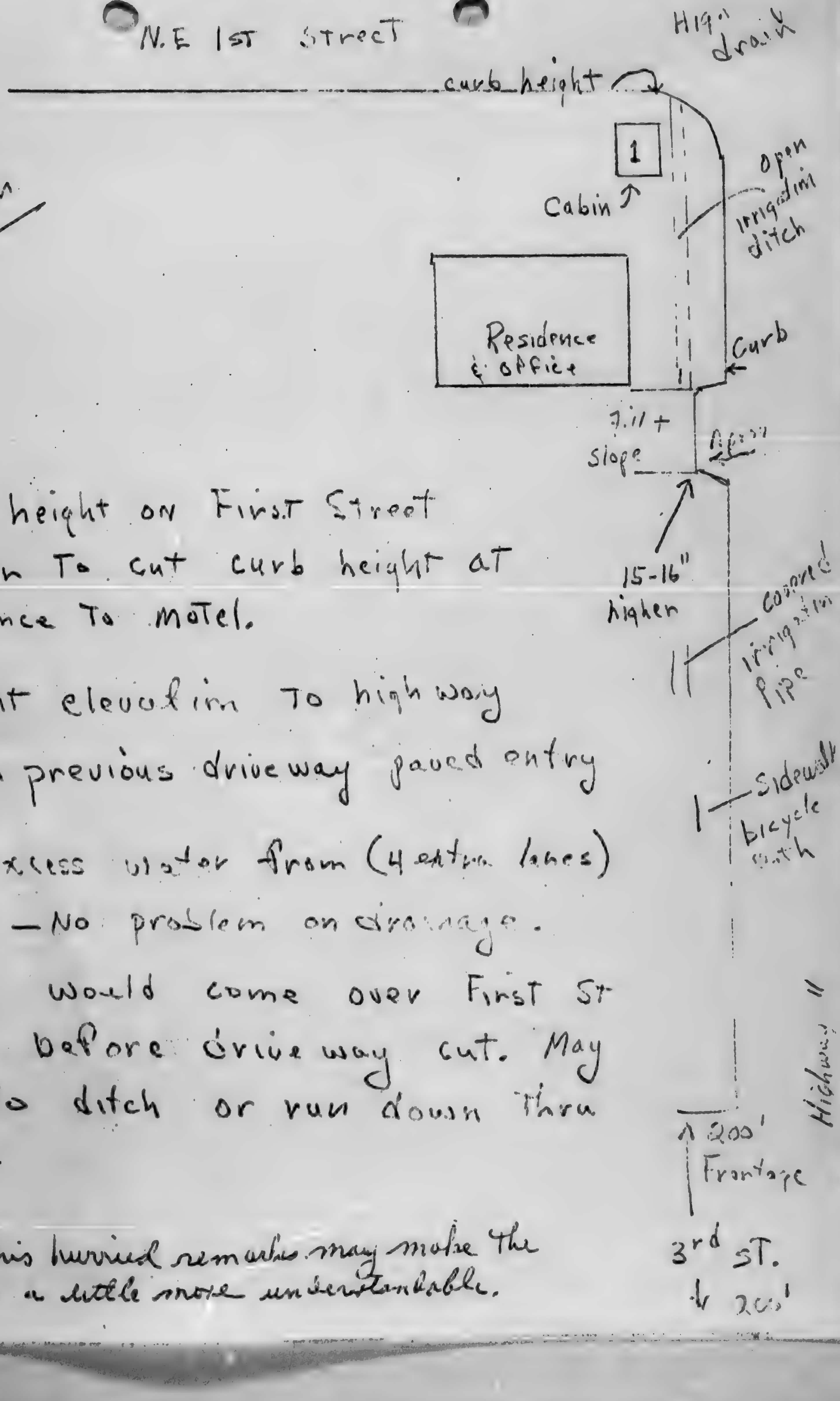
I brought it up at Chamber Dinner and several stated you might as well Talk To The wall as to talk To Bill Ferguson resident engineer.

Mr Pat Sullivan Regional engineer stated if my entry was not satisfactory when completed they Would tear it out and put in again. (a net loss in Tax Dollars). I asked him To put it in Writing - he Would not - even after I offered to sign a release To Highway Dept on Water drainage.

Sorry for hand writing will type next time.

Orlin R. Hansen

Ed Patterson


N.E 1st Street
High drain
curb height
1
Cabin
open irrigation ditch
Residence & office
Curb
Fill + slope
Apron
15-16" higher
covered irrigation pipe
Sidewalk bicycle path
Highway
200' Frontage
3rd ST.
200'

Curb height on First Street Similar To cut curb height at entrance To motel.

Slight elevation To highway from previous driveway paved entry

Any excess water from (4 extra lanes) width — No problem on drainage.

Water would come over First St curb before driveway cut. May go into ditch or run down thru Count

Hope this hurried remarks may make the problem a little more understandable.

Jensen's Motel
BOX 467 · MILTON-FREE[illegible]R, OREGON 97862

15c

JOHN DEWEY UNITED STATES 30 CENTS

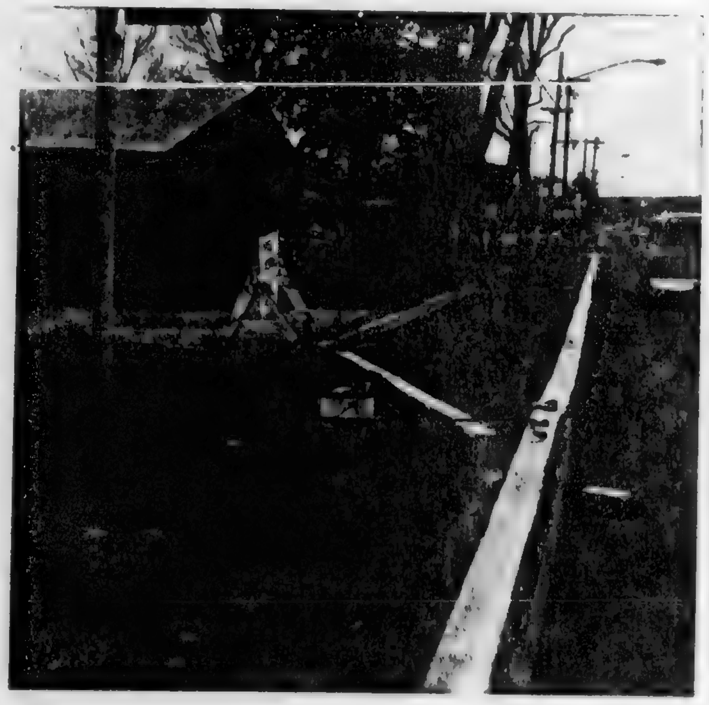
UNITED STATES 10c

**RETURN RECEIPT
REQUESTED**

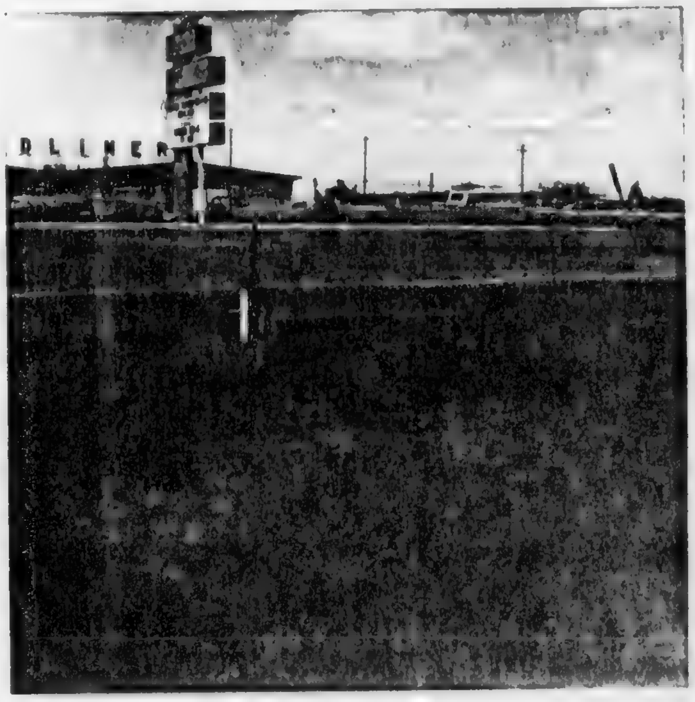
**CERTIFIED
No. 111655
MAIL**

State Rep. Ed Patterson
State Capitol
Salem,
Ore. 97310

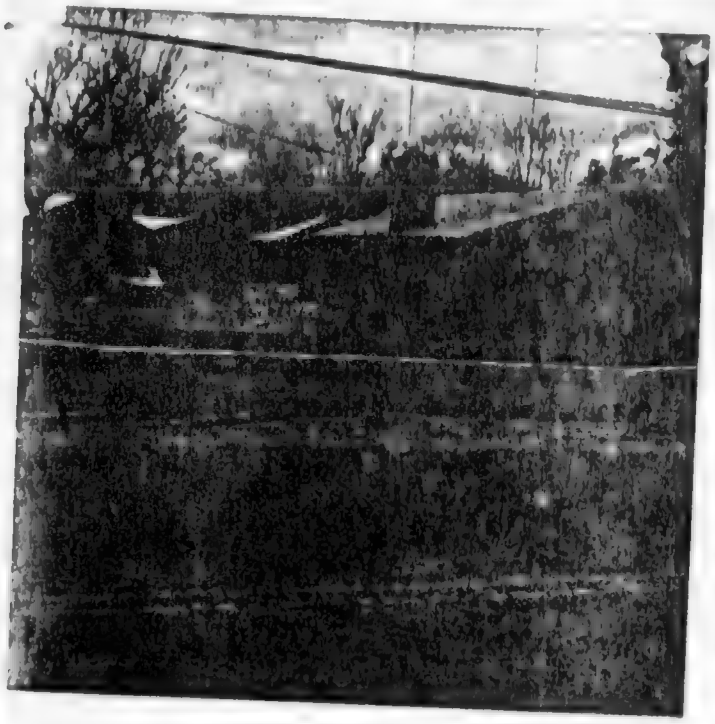
3



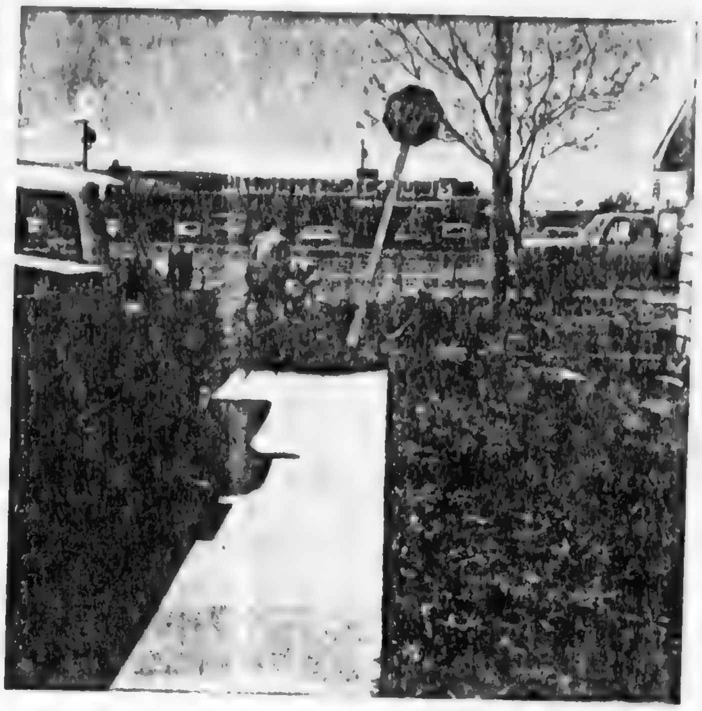
Entrance.



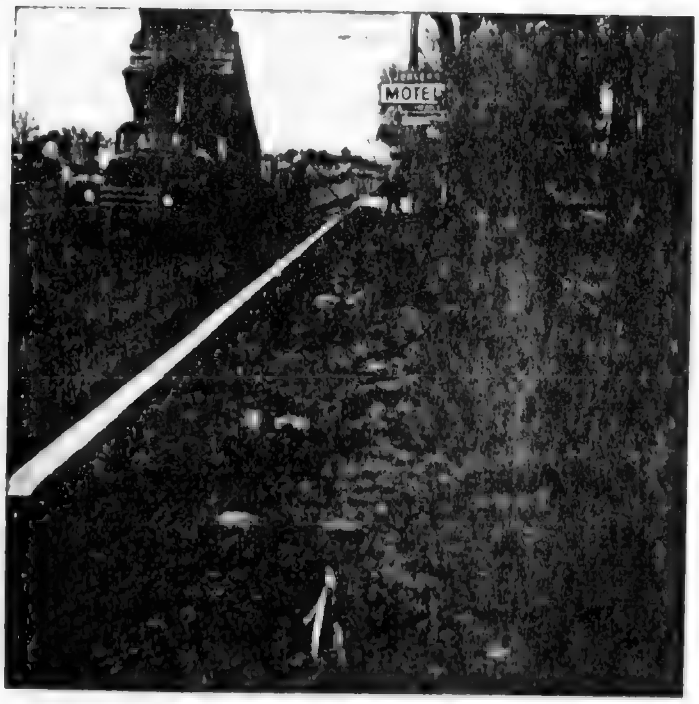
[illegible]
[illegible]
Diversion.



[illegible]



Twist Trail curb - open
[illegible]



Curb [illegible] open
Open ditch to right of [illegible]

[illegible]

ROW 18-2

1975

files R

1859

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 6, 1975

Union Pacific Railroad Co.
P. O. Box 3979
Portland, OR 97208

Attn: R. S. Orr

Supplemental Agreement
Milton-Freewater--Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Dear Sir:

Attached are the duplicate counterparts of the Supplemental Agreement between the Union Pacific Railroad Company and the Oregon Department of Transportation, Highway Division to correct the Exhibit and update the cost estimates on the agreement approved December 27, 1973 on the Milton-Freewater--Washington State Line Section of the Oregon-Washington Highway in Umatilla County. This Supplemental Agreement has been signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer after being approved by Chairman Jackson of the Oregon Transportation Commission on May 27, 1975.

This agreement is being returned to you for execution by your principals after which please send one fully executed copy of the agreement to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: G. L. Green
R. L. Schroeder
C. T. Keasey
C. W. Head
~~J. L. Sollis~~
J. B. Boyd
V. E. Skoog
W. E. Schwartz
W. C. Ferguson

RECEIVED
JUN - 9 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

Form 81-734-3123

7970

15

DEPARTMENT OF TRANSPORTATION

June 4, 1975

Adele Egan
Right of Way Branch

C. W. Head
Commission Services

File 47194

RAILROAD COMPANIES
FILE No. 319

Attached for further handling are two copies of a supplemental agreement with Union Pacific Railroad to correct the Exhibit and update cost estimate on the agreement approved December 27, 1973, for the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County.

After the Railroad Company has signed the agreement, plese return the original for the Transportation's files. In the meantime, we have retained one copy.

js
Attachment

7970 R

Robert W. Straub
XXXXXXXXX

May 27, 1975

Miss Margaret Small
195 South Main Street
Milton-Freewater, OR 97862

Dear Miss Small:

Please accept the Highway Division's apology for overlooking your inoperable sprinkler system. Immediate steps will be taken to repair the damaged portion and return the system to service.

If other problems should arise, please feel free to contact our Resident Engineer in Pendleton, Mr. Bill Ferguson. His phone number is 276-7011.

Thank you for bringing this matter to our attention.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

bc A. E. Johnson
W. E. Schwartz
W. C. Ferguson

BA:sh ia

5-12-75

Oregon State Highway Dept
Salem Ore

re: File # 46540 Your letter 7-16-73

Gentlemen - Your letter of 7-16-73 agrees to replace sprinkling system if disturbed by construction.

It has been torn up and has not been useful during 1974 and so far in 1975.

I would appreciate it very much if you would have it put back in operable condition for the summer of 1975.

Will you please advise me regarding this.

ag

Very truly yours
Margaret Small
195 S Main
Milton Freewater Ore
97862

RECEIVED
STATE HWY ENGR
MAY 15 75

REFER TO Cawthe
FOR
☐ Info
☐ Inves
☒ R/D
☐ D/R
☐ Sign
☒ Act
☐ File

TED
E. JOHNSON

Margaret Small Hwy. File 46540

SENDER: Be sure to [illegible] instructions on other side

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S)
(Additional charges required for these services)

☐ Show to whom, date and address where delivered ☐ Deliver ONLY to addressee

RECEIPT
Received the numbered article described below

REGISTERED NO. [illegible] SIGNATURE OR NAME OF ADDRESSEE (*Must always be filled in*)

U.S. POSTAL SERVICE
OFFICIAL BUSINESS

July 16, 1973

Miss Margaret Small
195 South Main
Milton Freewater, Oregon 97862

Highway File 46540
Milton Freewater - Washington
State Line Section
Oregon-Washington Highway

Dear Miss Small:

The State has accepted your option dated May 21, 1973, for a parcel of land containing 400 square feet lying in the SW¼ of Section 1, Township 5 North, Range 35 East, W.M., Umatilla County, Oregon, together with an easement appurtenant thereto.

Enclosed is a warranty deed form for your signature before a notary public.

Under the terms of the option, the Magnolia tree and Ginko tree at approximately Engineer's Station 70+25 are not to be disturbed other than possible pruning.

State will repair or replace sprinkler system in easement area if disturbed by construction.

Patio roof and corner support will be repaired if damaged by construction.

When all required documents have been received and acknowledged, we will order title insurance and place your claim in line for payment.

Very truly yours,

J. B. BOYD
Right of Way Engineer

By

John R. Oakes
Assistant Right of Way Engineer

VO:ka
Enc. (1)

cc: W. E. Schwartz (w/2 cc. option)
Verne Allen

BRING UP
8-16 19 73

BIJ

#7970

R

April 30, 1975

Phil Cass, Jr.
Riddlesbarger, Young, Horn & Cass
Attorneys at Law
Cascade Building
1170 Pearl Street
Eugene, OR 97401

Dear Mr. Cass:

The Secretary of State's office has forwarded to us a copy of your claim on behalf of Baldwin & Sutherland, Inc., stating that S. D. Spencer & Son owes them $62,231.10 for labor and materials. This appears to be in connection with the S. D. Spencer & Son Contract No. 7970, Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County.

We will advise the St. Paul Fire and Marine Insurance Company and the principal contractor of the receipt of this claim.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:js

cc St. Paul Fire & Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, WA 98661

4/30/75
noted on
card
js

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

[redacted]

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

COPY

April 21, 1975

Phil Cass, Jr.
Riddlesbarger, Young, Horn & Cass
Attorneys at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon 97401

Dear Mr. Cass:

We have received and filed as of April 14, 1975, Notice of Claim by Baldwin & Sutherland, Inc., in the amount of $62,231.10, against the bond taken from George Spencer, dba S. D. Spencer & Son and St. Paul Fire & Marine Insurance Company, for the work of Oregon State Highway Department Contract No. 7970. Our filing number is 4931.

If we can be of further assistance, please contact this office.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

(Mrs.) Carol Pickerel
Chief Clerk, Public Records

cc: C. W. Head
Highway Building
Salem, Oregon 97310

RECEIVED
APR 22 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

4931

FILED
APR 12 1975
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM PURSUANT TO ORS 279.528

TO: STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned BALDWIN & SUTHERLAND, INC., has a claim for labor and materials performed and furnished by the undersigned for asphaltic concrete paving in the sum of $62,231.10 against the bond taken from St. Paul Fire & Marine Insurance Co. as surety and George Spencer, doing business as S. D. Spencer & Son for the work of Oregon State Highway Department contract No. 7970 in Umatilla County, Oregon.

DATED: April 8, 1975.

BALDWIN & SUTHERLAND, INC.

By Norman A Baldwin

7970 R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
April 8, 1975

FILE: S.C. 7961
& 7970

FROM: John C. Jenkins
Engineer of Materials

John Jenkins

SUBJECT: Contract with Utah
Contracts 7961 & 7970

TO: H. S. Coulter
Asst. State Highway Engineer

Enclosed is a copy of a letter from Mr W. J. Stephenson of Utah Department of Highways concerning the increase of inspection costs on steel fabrication for the subject contracts. I have asked for legal opinion on changing the rate of pay, and enclosed is a response from Mr. Pat Randolph.

I am also enclosing a rough draft of a proposed response to Mr. Stephenson. Your approval is requested.

Approved 4-9-75
Asst. State Hwy. Engr.

JCJ:gs

In future our agreements should preferably include information on base wages and overhead loading — HSC

4-9-75
orig. to Jenkins

RECEIVED
APR 8 1975
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

April 8, 1975

Mr. W. J. Stephenson
Engineer of Materials and Tests
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

RE: Structural Steel Inspection
Contracts 7961 & 7970

Dear Mr. Stephenson:

Your letter of March 19, 1975, requesting that payment for inspection of structural steel fabrication be increased, has been discussed with our legal section.

Our attorney sees no problem with an adjustment of prices, though the earliest effective date of such an adjustment would be the date of our receipt of your request, March 25, 1975.

There is some question as to whether the original $5.46 per hour figure included something for overhead, as the $7.40 rate does. However, there is no problem in raising the rate to $7.40, regardless of whether the original rate included overhead, in as much as a charge for overhead is reasonable.

On future billings please indicate the new rate and refer to this letter of agreement for the change in rate.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368
211 State Highway Building

April 3, 1975

Mr. John Jenkins
Engineer of Materials
2950 State Street
Salem, OR 97310

Re: Utah Highway Department
Contracts 7961 & 7970

Dear Mr. Jenkins

We normally would be prohibited from making contract adjustments to allow for changes in labor costs. However, because the original contract did permit us to make adjustments upon written notification, there is no legal problem with proceeding to make an adjustment in this case. The earliest effective date for such an adjustment would be the date of our receipt of the notice, March 25, 1975.

It appears from a review of the letter from Utah that there is something more involved than a simple wage increase. It seems unlikely that persons making $3.50 an hour would receive a $2 per hour wage increase within a short period of time. More likely, the internal auditors for the Utah Department of Highways have determined that there has been an inadequate allocation of overhead costs to the work performed under this contract. Nevertheless, if you feel that the $7.40 per hour figure is still a fair and reasonable price for the work to be performed, I see no reason to object to a revision of the contract amount to that figure.

Since the contract is not really being modified, there is no formal contract modification procedure that must be undertaken. I presume that you will want to run the issue by Fred Klaboe or an Assistant State Highway Engineer. No commission action is required.

Sincerely

Patrick A. Randolph, Jr.
Assistant Attorney General

PAR:ch;hg

RECEIVED
APR 4 1975
MATERIALS DIVISION
OFFICE

1896

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

March 19, 1975

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

In a recent internal audit of the Utah State Department of Highways, Materials and Tests Division, it was determined that Utah was performing labor for Oregon at less than cost. Reference was made to contract number 74-2278 which is the agreement covering fabrication inspection for the Adams Avenue-Old Oregon Trail (La Grande) Section Project and the Milton-Freewater- Washington State Line Section Project. In April and May of 1974 when this agreement was made the price for labor was set at cost. Since that time our employees have received some salary adjustments which at the present time makes the $5.46 per hour below cost. Our accounting people would like to remove the fixed hourly rate for inspection and labor and charge the inspectors actual hourly rate plus 37% overhead for lights, heat, supervision, etc.

The two inspectors involved average $5.41 per hour. Considering 37% overhead, the rate would be approximately $7.40 per hour. We estimate 120 more hours will be needed to finish the project.

After Oregon considers this request, Utah will entertain any suggestion Oregon might submit to satisfy the situation.

Thank you for your consideration.

RECEIVED
MAR 25 1975
MATERIALS DIVISION
OFFICE

Sincerely,

W. J. Stephenson
Engineer of Materials & Tests

NOTED
JOHN C. JENKINS

cc: Pete Petrulakis
WJS/mm

7970

FORM 81-734-3030

R

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 27, 1975

FILE: SC 7961 & 7970

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Agreement with Utah Hwy. Dept.
Contracts 7961 & 7970

TO: Mr. Walter L. Barrie
Chief Counsel

I am enclosing a copy of the contract we entered into with the Utah Highway Department for the purpose of inspecting fabrication of structural steel for the Adams Ave.-Old Oregon Trail Section, Contract 7961 and Milton-Freewater-Washington State Line Section, Contract 7970. On page 2 of the contract the hourly costs of inspection are spelled out.

Also enclosed is a letter from Mr. Stephenson of the Utah Highway Department stating that these prices are out of date and they would like the contract modified to reflect the higher cost of salaries.

Section VI of the contract states that the rates are subject to change. How is this change to be accomplished? Is it possible to make any such adjustment retroactive to the date that the prices were changed? Mr. Stephenson does not say how long this problem has been in effect.

JCJ:gs

cc: H. S. Coulter ✓

NOTED
H.S. COULTER

RECEIVED
MAR 28 1975
Office of
Assistant State Highway Engineer

7970

8

Salem, Oregon
March 21, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48525 - Jackson
Milton Freewater - Washington
State Line Section
[redacted]
Umatilla County

Attached is a description, an authorization and Right of Way prints covering additional Right of Way for the subject contract project.

This was requested by Verne Allen in his letter to your office dated March 17, 1975.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
March 17, 1975

FROM: Verne A. Allen
Regional R/W Supervisor

TO: J. B. Boyd
Right of Way Engineer

SALEM

SUBJECT: File No. 47120
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County

Attention: Adele Egan
R/W Office Manager

Attached is a tracing from Bill Ferguson's office showing a slope encroachment on subject property. Would you please get a description and send us an option as soon as possible.

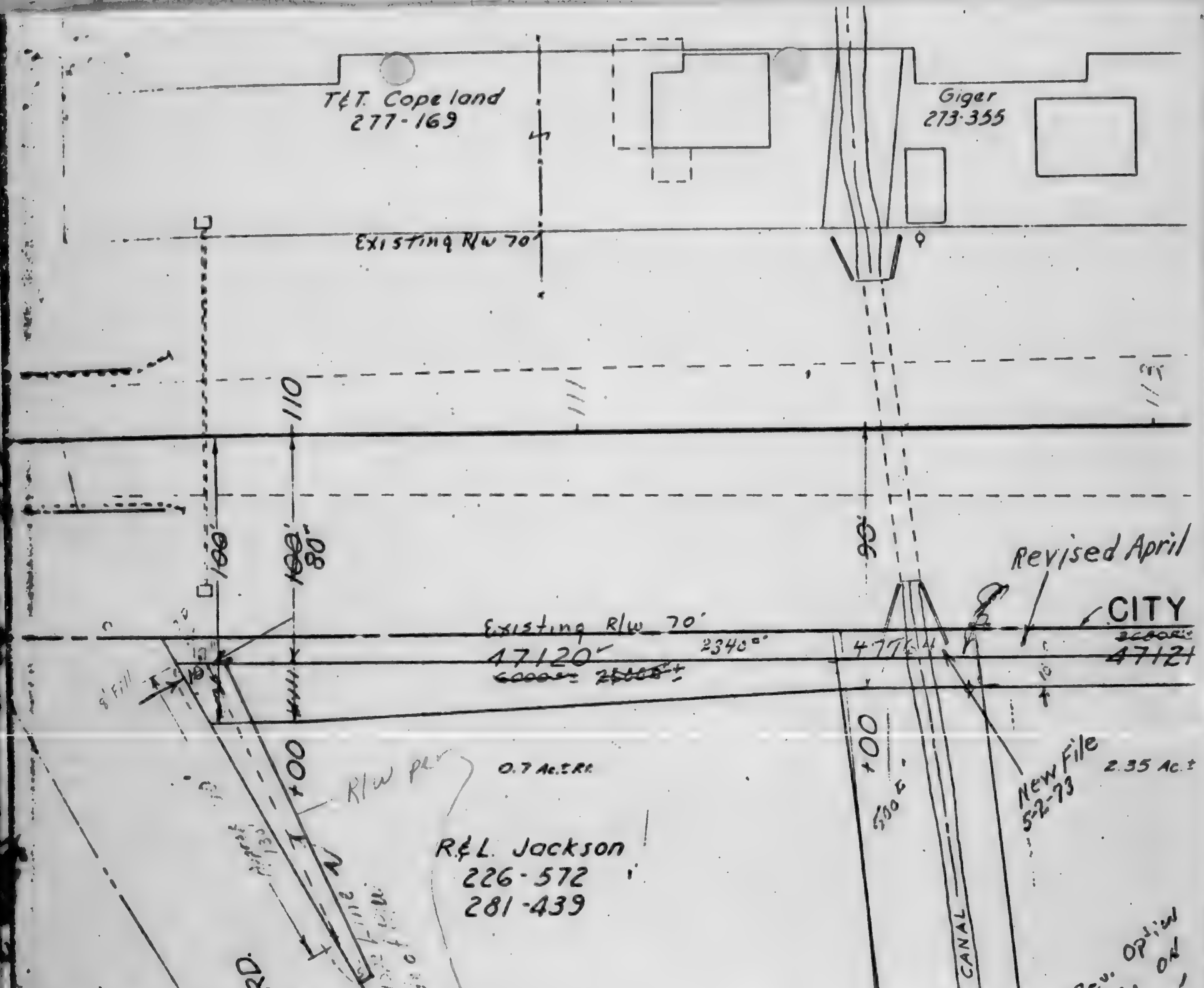
Thank you.

Verne A. Allen
VERNE A. ALLEN
Regional R/W Supervisor

VAA/crp
attachment

P.S. Bill Ferguson recommends that we get 5' additional beyond the toe of the slope.

VAA


T&T. Copeland
277-169
Giger
273-355
Existing R/W 70'
110
100
~~100~~
80'
Existing R/W 70'
47120
~~6000~~
~~23000~~
2340
4776
~~2600~~
47121
CITY
Revised April
New File
5-2-73
8' Fill
10
0.7 Ac. RR
2.35 Ac.
+00
+00
500
R/W per
R&L. Jackson
226-572
281-439
5/8/75
and Verne Allen
EAST SIDE COUNTY RD.
FREEWATER & HUDSON BAY IRRIGATION CO. CANAL
E. Wilson
269-173
Rev. Option
on
July
LOUN

#-1770

k

March 13, 1975

906-K

Mr. Eugene Luisi
P.O. Box 606
Milton-Freewater, OR 97862

NOTED
F. B. KLABOE

Dear Mr. Luisi:

RE: File 46545

Your questions regarding the property that we purchased from you can best be answered by our field personnel from La Grande. I am requesting by a carbon copy of this letter that Mr. Verne Allen, Region Right of Way Supervisor, or someone from his office meet with you and discuss with you the property that we purchased on this file.

If they are unable to answer your questions, please feel free to contact me again.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:jk
cc: Verne Allen
bc: F. B. Klaboe ✓

RECEIVED
STATE HWY ENGR
MAR 14 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
MARIE STEPHENS

March 11, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97210

Re: File 46545

Gentlemen:

We would appreciate having your office furnish us with information regarding the property acquired by the State to complete the Milton-Freewater-Washington State Line Highway.

Exhibit A states the easement granted to Grantee shall terminate five years from the date 2/16/72 or upon completion of the Highway, whichever is earlier. Will the balance of the property be returned to us at that time or will we have to make application to buy it back?. This is not clear in our minds. Please advise.

Very truly yours,

Eugene Luisi

Eugene Luisi
P.O. Box 606
Milton-Freewater, Ore. 97862

RECEIVED
STATE HWY ENGR
MAR 12 '75
REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

#7970 1-31-75

U.S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
F-170(22)

STATE PROJECT NO.
MILTON FREEWATER – WASHINGTON STATE LINE

PROGRAM NO.

COUNTY NAME
UMATILLA

ITEM NO.
P-539

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
Dela
FOR
Inf | Ines | R/D | D/R | Sgn | Act ✓ | Via

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
JANUARY 7, 1975

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 19

STATE ROUTE NUMBER
OREGON-WASHINGTON HIGHWAY PRIMARY ROUTE 8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF MILTON-FREEWATER'S POWER LINES EFFECTIVE JANUARY 7, 1975. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $878.84 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED AUGUST 24, 1973 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF MILTON-FREEWATER CONSISTING OF YOUR REGIONAL UTILITY ENGINEER'S VERBAL NOTICE, THE CITY OF MILTON-FREEWATER'S DECEMBER 26, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S JANUARY 17, 1975 LETTER.

CC Bruce Boyd
2-6-75

DATE
1-31-75

SIGNATURE OF APPROVING OFFICIAL

TITLE
for DIVISION ENGINEER

FORM FHWA-1240 (REV. 6-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2-6-75
Original to Rulien

#7970

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

SUBJECT: Oregon Project F-170(22)
Milton Freewater-Washington State Line Section
Junkyard Screening

DATE: January 31, 1975

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Johnson's January 28, 1975 letter, Federal participation is approved in the reconstruction of the screening fence on the subject project.

for G Valach
G. L. Green

RECEIVED
FEB 4 1975
Office of
Assistant State Highway Engineer

2-4-75
cy Hunter
Hart
Keasey
Schwartz

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

NOTED
A. E. JOHNS

NOTED
H.S. COULTER

7970

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 30, 1975
Salem, Oregon

FILE: Contract 7970

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. W. E. Schwartz
Region 5 Engineer

SUBJECT:

Milton-Freewater-Washington St. Line
Umatilla Co.
Junkyard Screen Fence

Last fall Roy Olson from Landscape approached us with the link fence and wood slat screen problem. It seems the chain link fence just does not do the job.

Roy Olson and Gordon Ballard have developed a diagonal plastic slat that goes behind the wood slats on the fence that was constructed under this contract. This screening system was given an informal O.K. by the FHWA at a small test display at the PGE yard in Salem.

Roy Olson now has the full particulars on the screen and is notified by a copy of this letter that you are in need of them.

GJB/ag

cc H. S. Coulter
Roy Olson
H. Oswald
W. Ferguson

NOTED
H.S. COULTER

RECEIVED
JAN 31 1975
Office of
Assistant State Highway Engineer

#7770

J

Robert W. Straub
XXXXXXXXXX

January 28, 1975

947-J

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Junkyard Screening
Milton Freewater-Washington
State Line Section
Oregon Project F-170(22)
Your File 1041DA.A

In reply to your January 14 letter, we concur that the fence does not provide adequate screening.

We have asked our Design Section to investigate this to see if a solution can be obtained to utilize the existing fence and properly screen the auto wrecker's place of business, or to provide an alternate design.

This is one of those instances in which the idea sounded good but, after it was built, did not live up to its expectations. We assume you will participate in the costs to correct this.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
H. S. Coulter
Walt Hart "
C. T. Keasey "
W. E. Schwartz

BA:fv ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 22, 1975

FROM: Bob Aldrich BA
Regional Office Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Milton-Freewater -
Washington State Line
Contract No. 7970
F.A. # F - 170 (22)

Attached is the rough draft to G. L. Green of the FHWA concerning the fence that was erected under the subject project.

We agree with Mr. Green that the fence does not adequately screen the auto wrecker's place of business. We do believe that the Feds should participate in all costs to correct this because they did approve the plans and Price Agreement #1 (revised), which was set up in the authorization under additional anticipated items.

By copy of this letter, we would like the Bridge Design section to investigate and recommend a solution to utilize the existing fence or alternate design to provide adequate screening.

BA:fv

Attachment

cc: W. Hart - Please investigate and provide recommendation. If you require further information, please contact B. Ferguson.
H. Oswald
B. Ferguson

RECEIVED
JAN 27 1975
Office of
Assistant State Highway Engineer

NOTED
R. W. ELLISON

RECEIVED
JAN 23 1975
BRIDGE DIVISION

G. C. TEETER

Form, FHWA [illegible] (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project F-170(22)
Milton Freewater-Washington State Line Section
Junkyard Screening

DATE: January 14, 1975

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

A cyclone fence with wood slats was constructed on the above referenced project to screen a junkyard. While attractive, the fence does not provide a solid enclosure nor does it meet the requirements set forth in our FHWA Notice dated August 10, 1973 "Effective Screening of Junkyards."

Inasmuch as the State is attempting to enforce ORS 481.370 which requires auto wreckers to confine their business within a building or within a solid enclosure at least 6 ft. in height, it would set a bad example to construct a fence that does not fully screen the junkyard. We recommend the fence be reconstructed to meet the objectives set forth in the FHWA Notice.

Valach
for G. L. Green

[illegible]

RECEIVED
STATE HWY ENGR.
JAN 16 '75
REFER TO
[illegible]
FOR

Info	Invs	R/D	D/R	Sign	Act
		X			✓

MILTON-FREEWATER-WASH. STATE LINE
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEAR
10	OREGON	F-170(22)	

T.6N,R.35E,W.M.

⑩ Painted Traffic Markers
(By Others)

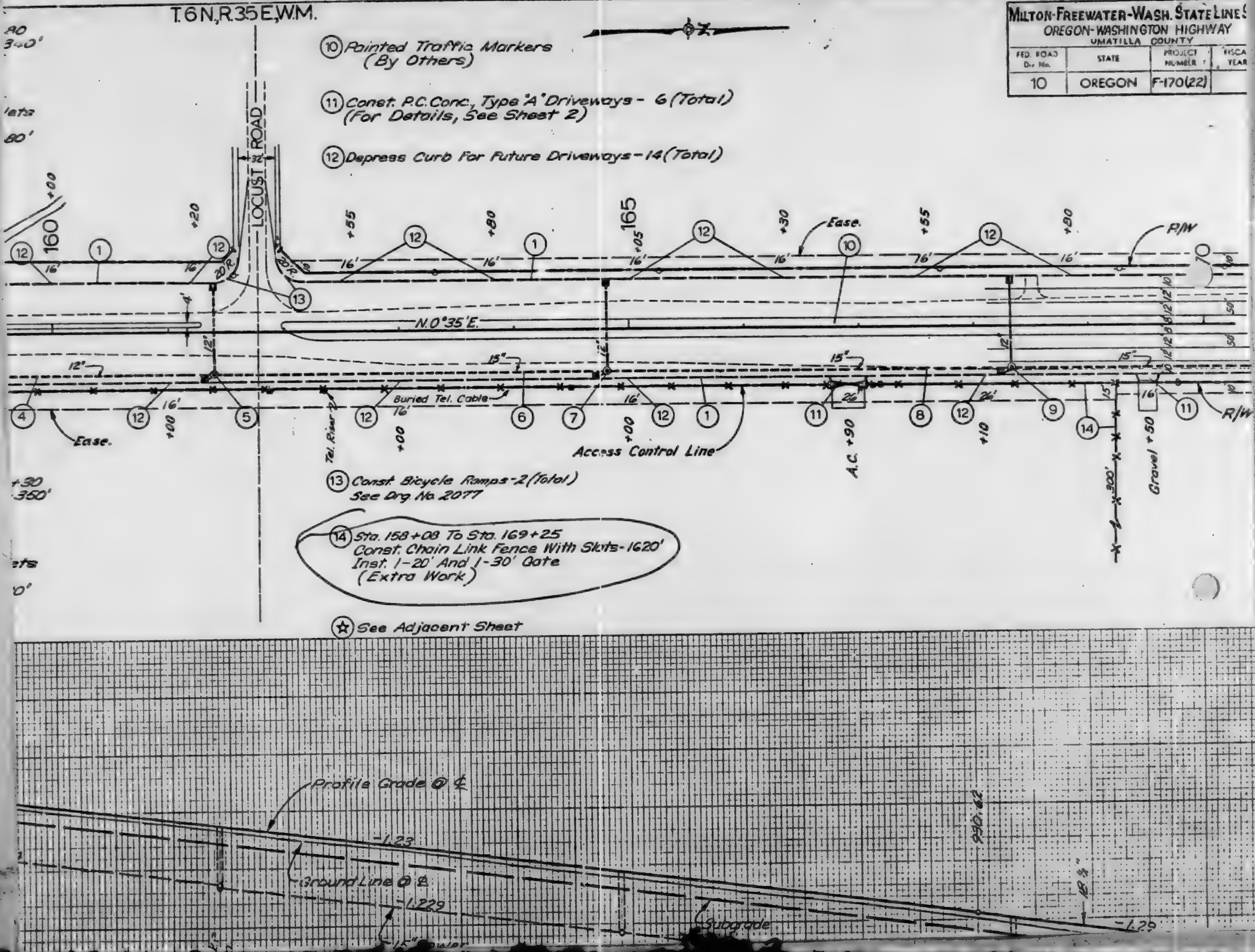
⑪ Const. P.C. Conc., Type "A" Driveways - 6 (Total)
(For Details, See Sheet 2)

⑫ Depress Curb For Future Driveways - 14 (Total)

⑬ Const. Bicycle Ramps - 2 (Total)
See Drg. No. 2077

⑭ Sta. 158+08 To Sta. 169+25
Const. Chain Link Fence With Slats - 1620'
Inst. 1-20' And 1-30' Gate
(Extra Work)

☆ See Adjacent Sheet



80
340'
lets
80'
+30
350'
lets
0'
160
+00
165
+05
70
LOCUST ROAD
32'
20'R.
4'
12'
16'
15'
24'
26'
300'
N.0°35'E.
+20
+55
+80
+30
+90
Ease.
R/W
Tel. Riser
Buried Tel. Cable
Access Control Line
A.C. +90
Gravel +50
+00
+10
10 12 12 8 8 12 12 10
50
50
1
4
5
6
7
8
9
11
12
13
14
Profile Grade @ ℄
Ground Line @ ℄
-1.23
-1.229
-1.29
990.62
18¾"
Subgrade
15" Sewer

La Grande, Oregon

☒ RE ☒ RCE ☐ RBE ☒ RME

☒ RCE MAR 12 1974 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

March 12, 1974

C. T. Keasey
Construction Engineer

Dale D. Allen
Regional Construction Engineer

Price Agreement No. 1 (Revised)
Milton-Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County
Contract No. 7970

Attached for your approval is revised price agreement no. 1 with letter of transmittal, breakdown of cost, and check list.

This price agreement pertains to the design of the chain link fencing on the above project between Engineer's Stations 159 and 169. The original design of the fencing did not take into account the wind loading, due to the fact that the chain link fence would have wooden slats. Our Design section has advised that the footing size should be increased. This price agreement reflects the increased cost and the unit cost should be checked by our cost analyst.

Your approval is requested.

DDA:sh
Attachments

cc W. C. Ferguson

Form 87-734-1103 (Rev. 8-73)

G-1P

OREGON STATE HIGHWAY DIVIS

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Milton-Freewater-Washington State Line
Date: March 6, 1974
Highway: Oregon-Washington
Contract No. 7970
County: Umatilla
Prefix: 30-1026
Contractor: S. D. Spencer & Son
F. A. Project No. F-170(22)
Address: 4614 N. E. 72nd Avenue
Vancouver, Washington. 98661
Price Agreement No. 1 (revised)

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Install and remove 1000 feet of temporary fence (Modified Type II, 5 ft. high.) Install 1000 feet of CL-6 fence (modified). See reverse side of sheet for modification.

Locations by station numbers:

"L" 159+31.5 to 169+22.

Names of pay items, estimated quantities and agreed prices:

Install & remove 1000 feet of temporary fence @ $ 0.94 per lin. ft.	=	$ 940.00
Install 1000 lin. ft. of chain link fence @ $11.53 per lin. ft.	=	$11,530.00
Total Cost		$12,470.00

Specifications, basis of measurement and other provisions:

The Standard Specifications for Highway Construction-1970, Standard Drawing No. 2117 and the Special Provisions of this contract shall apply. Authorization for this item is included in the additional anticipated items of the project.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $4,580,249.06
Present estimate of project cost, including $ 12,470.00 for work under this order $4,580,249.06
Expected under-run over-run (amount) ..... $ -0-
Expected under-run over-run (per cent) ..... -0-

Space to right of this line is for use of Salem Office

Submitted by: W C Fer
Resident Engineer

Signed S. D. Spencer & Son
Contractor
By

Approval Recommended:
REGIONAL CONSTRUCTION ENGINEER

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~ Construction Office Engineer.

SP*79603-734

J.K.

Modification of CL-6 Fence:

The chain link fabric mesh shall be three (3) inch with slats. Two (2) barbed wires and support arms shall be attached to the top of each post. Footings for line posts shall be 18 inch diameter by 52 inches deep. Footings for intermediate end posts, end, gate or corner posts shall be 24 inch diameter by 52 inches deep.

Rosling
RECEIVED
Keasey
Scofield
Glenn
Bond
Berg
Jackmond
MAR 13 1974
Harwood
Johnson
CONSTRUCTION SECTION
Walker

FORM E-30 (REV. 10-69)

☐ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE MAR 11 1974 ☐
☐ RDE RECEIVED ☐
REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P. O. Box 459, Pendleton, 97801
March 7, 1974

SUBJECT: P. A. No. 1 (Revised)
Milton-Freewater-Washington State Line
Oregon-Washington Highway
Contract 7970 F-170(22)

To: Mr. W. E. Schwartz
Regional Engineer
LaGrande

I am submitting for your approval a revised Price Agreement for screen fencing. When the original price agreement was submitted, the additional exposure to the wind due to the slats, was overlooked. After reconsidering , it was apparent that the dimensions should be changed on the footings. In checking with the Design Section, they advised that the diameter of the footing be doubled and the depth increased one foot.

This fence will be constructed at the outside edge of a new fill which is approximately 3½ feet high. Due to change in the footing size it will be necessary to do the excavating with a backhoe and the holes will require forming. A breakdown of the cost is tabulated below for 1000 lin. ft. of fence.

Fence materials and installation	$ 6,000.00
Footing excavation and backfill	640.00
32 Cu. Yds. of concrete at $50.00/cu.yd............	1,600.00
Forms (Sona-Tube, lumber & labor)...................	1,790.00
	$10,030.00
Profit & Overhead... 15%	1,500.00
	$11,530.00

This will make the revised cost of the permanent fence $11.530 per lin. ft.

WC Ferguson
W. C. Ferguson,
Resident Engineer

WCF:en
cc.:file

7.E

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 5

Project Name Milton-Freewater-Washington State Line Contract No. 7970

Circle One: [✓ PA] EWO SFO No. 1 (Revised)

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		XXX	
Reasons why work is necessary.		XXX	
Has work started:	Yes		
	No	XXX	
	Date Started		
Cost justification for price agreements.		XXX	
Credit for salvaged material:	None	N/A	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	ⓘ*	
	Date received		3/11/74
	Who discussed		~~[illegible]~~ Br Design
FHWA approval:	Not received	ⓘ*	
	Date received		
	Who discussed		
Required signatures on order form.		XXX	

Comments: (*) The original agreement was approved. The revised one is necessary due to a design recommendation on the concrete footings.

Form 81-131-1160 (Rev. 8-73)

G-1P

OREGON STATE HIGHWAY DIVISIC

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Milton-Freewater-Washington State Line

Date January 29, 1974

Highway Oregon-Washington

Contract No. 7970

County Umatilla

Prefix 30-1026

Contractor S. D. Spencer & Son

F. A. Project No. F-170(22)

Address 4614 N.E. 72nd Avenue
Vancouver, Washington. 98661

Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Install and remove 1000 feet of temporary fence (Modified Type II, 5 feet high). Install 1000 feet of CL-6 fence(modified). See reverse side of sheet for modification.

Locations by station numbers:

"L" 159+31.5 - 169+22.

RECEIVED

Names of pay items, estimated quantities and agreed prices:

Install and remove 1000 feet of temporary fence @ $ 0.94 per lin ft. = $ 940.00

Install 1000 feet of chain link fence @$ 7.00 per lin ft. = $7,000.00

Total Cost 7,940.00

Specifications, basis of measurement and other provisions:

The Standard Specifications for Highway Construction-1970, Standard Drawing 2117 and the Special Provisions of this contract shall apply. Authorization for this item is included in the additional anticipated items.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $4,580,249.06

Present estimate of project cost, including $ 7,940.00 for work under this order $4,580,249.06

Expected under-run / over-run (amount) $ -0-

Expected under-run / over-run (per cent) -0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed S. D. Spencer and Son Contractor

by

Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or Office Engineer.

SP*19603-734

RCL

J.K.

Modification of CL-6 Fence:

The chain link fabric mesh shall be three (3) inch with slats. Two barbed wires and support arms shall be attached to the top of each post.

Routing
Keasay
Bond
Jackmond
Hardt
Johnsen
Walker
RECEIVED
JAN 3 1 1974
CONSTRUCTION
SECTION
Scofield
Glenn
berg

FORM 2-30 (REV. 10-69)

L

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
P. O. Box 459, Pendleton. 97801

January 29, 1974

SUBJECT: Milton-Freewater-
Washington State Line
Contract 7970 F-170(22)

To: Mr. W. E. Schwartz
Regional Engineer
LaGrande

I am submitting Price Agreement Number 1 for fencing of the Kilmer property (R/W File No. 46566). This property is a wrecking yard and in order to prevent vandalism during the grading work and the time required for construction of a permanent fence, a 5 foot temporary fence is to be constructed. After the permanent fence is completed, the temporary fence will be removed.

This Price Agreement is being submitted with the following price justification.

a.	Install and remove temporary fence		$ 0.94 per/ft.
b.	Permanent Fence:	Materials	$ 4.44 per/ft.
		Concrete	0.20 " "
		Labor & Equipment	1.45 " "
		Overhead & Profit @ 15%	0.91 per/ft.
			$ 7.00 per/ft.

W C Ferguson

W. C. Ferguson,
Resident Engineer

WCF:en
cc.:file

w/attachments

JE

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 5

Project Name Milton-Freewater-Washington State Line Contract No. 7970

Circle One: [✓ PA] EWO SFO No. 1

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		XXX	✓
Reasons why work is necessary.		XXX	✓
Has work started:	Yes		
	No	XXX	✓
	Date Started		
Cost justification for price agreements.		Attached	✓
Credit for salvaged material:	None	XXX	✓
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	XXX	✓
	Date received		
	Who discussed		
FHWA approval:	Not received		
	Date received		1-22-74
	Who discussed	R. A. Nichols 1-22-74	✓
Required signatures on order form.		XXX	✓

Comments: This work is covered in the contract authorization as an additional anticipated item.

Rid

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 14, 1975

In reply refer to: 1041DA.A

SUBJECT: Oregon Project F-170(22)
Milton Freewater-Washington State Line Section
Junkyard Screening

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

A cyclone fence with wood slats was constructed on the above referenced project to screen a junkyard. While attractive, the fence does not provide a solid enclosure nor does it meet the requirements set forth in our FHWA Notice dated August 10, 1973 "Effective Screening of Junkyards."

Inasmuch as the State is attempting to enforce ORS 481.370 which requires auto wreckers to confine their business within a building or within a solid enclosure at least 6 ft. in height, it would set a bad example to construct a fence that does not fully screen the junkyard. We recommend the fence be reconstructed to meet the objectives set forth in the FHWA Notice.

Valach
for G. L. Green

RECEIVED
STATE HWY ENGR

JAN 16 '75

REFER TO
Coulter

FOR

Info	Invss	R/D	D/R	Sign	Act	File
		☒			✓	

A. L. JOHNS

Cy Hunter
Haas
Kessling
1-2875

#7770

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 27, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project F-170(22)
Milton-Freewater - Washington State Line
Hudson Bay Improvement Co. Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The September 30 agreement between the State and the Hudson Bay District Improvement Co. involving the adjustment of some of the company's facilities is hereby approved.

G. L. Green

RECEIVED
STATE HWY ENGR

JAN 28 '75

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

Cyaci

cc:
OSHD (Preston)

Boyd - TAA
1-29-75

#1770 11-11-74

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-170(22)

STATE PROJECT NO.
MILTON-FREEWATER
WASHINGTON STATE LINE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-539

COUNTY NAME
UMATILLA

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
[illegible] 13 '74
Schroeder
Info | Inves | R/D | D/R | Sign | Act | [illegible]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
SEPTEMBER 3, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 19

STATE ROUTE NUMBER
OREGON-WASHINGTON HIGHWAY PRIMARY ROUTE 8

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF MILTON-FREEWATER'S STORM SEWERS EFFECTIVE SEPTEMBER 3, 1974. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $1,043.39 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
NOV 13 1974
Office of
Assistant State Highway Engineer

REMARKS
OUR PROGRAM MEMORANDUM DATED 8-24-73 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF MILTON-FREEWATER CONSISTING OF YOUR REGIONAL UTILITY ENGINEER'S SEPTEMBER 3, 1974 VERBAL NOTICE OF CONFLICT, THE CITY OF MILTON-FREEWATER'S OCTOBER 21, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S NOVEMBER 4, 1974 LETTER.

Original To Rulien
Copies - Boyd- Chidsey 11-13-74

DATE
11-11-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

[illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#7970

J. B. Boyd
Right of Way Engineer

October 4, 1974

C. W. Head
Commission Services

Attached for further handling are three copies of an agreement with the City of Milton-Freewater, Hudson Bay District Improvement Company and the Highway Division providing for the reconstruction of the company's irrigation facilities under the Elizabeth Street detour on the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway in Umatilla County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

MISC. CONTRACTS and
AGREEMENTS No. 5702

Ser
Att.

NOTED
JOHN R. OAKES

NOTED
R. A. [illegible]

7970

files

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

[redacted]
ASSISTANTS

October 4, 1974

COPY

Black, Kendall, Tremaine, Boothe & Higgins
3100 First National Bank Tower
Portland, Or. 97201

Gentlemen:

We have received and filed as of September 25, 1974, Notice of Claim on behalf of Foam-Ply, Inc. for plywood panels, manufactured for S. D. Spencer & Son, in the amount of $23,600 against the bond by St. Paul Fire & Marine Insurance Co., as surety, for work under Oregon State Highway Division Contract No. 7970 (Milton-Freewater to Washington State Line).

Our filing number is 4876.

Sincerely,

Richard M. Banton
Acting Assistant Secretary of State
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Highway Division
Highway Building
Salem, Or. 97310

10/17/74
noted on
contract card.
fbn

RECEIVED
OCT 7 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

4876

FILED
SEP 25 1974
CLAY MYERS
SECRETARY OF STATE

LAW OFFICES
BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS
3100 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201

TELEPHONE
221-0550

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
STUART A. HALL
FRED B. MILLER
TERRY DeSYLVIA
JOHN M. WIGHT
DOUGLAS G. BECKMAN
TIMOTHY W. HELTZEL

September 24, 1974

SUBJECT: Bond Claim Respecting Highway
Contract No. 7970

Secretary of State
State of Oregon
Salem, Oregon 97310

Dear Sir:

This letter constitutes notice and bond claim on behalf of our client, Foam-Ply, Inc., of Vancouver, Washington.

Notice is hereby given that Foam-Ply, Inc., has a claim for plywood panels, specially manufactured for S. D. Spencer & Son by Foam-Ply, Inc., in the sum of $23,600 against the bond taken from S. D. Spencer & Son, as principal, and St. Paul Fire & Marine Insurance Co., as surety, for work under Oregon State Highway Division Contract No. 7970 (Milton-Freewater to Washington State Line).

Demand is made that the surety make prompt payment of our client's claim against the bond.

Very truly yours,

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

Fred B. Miller

Fred B. Miller.

FBM:kc

cc: Mr. Ben Shloret
St. Paul Fire & Marine Insurance Co.
Mr. W. C. Ferguson
S. D. Spencer & Son
Foam-Ply, Inc.

RECEIVED
OCT 8 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
P 25
37 AM '7
ERS
SECRETARY OF STATE

NOTED
C. W. HEAD

7970

Milton-Freewater-
Washington State Line

8

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

ROAD
DESIGN
SECTION

Return to
Bring Up ___/___/___
Other

OREGON STATE
LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

September 30, 1974

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, Or 97310

Permit No.	RP 1219
Expiration date	12-7-74
Please return by	10-20-74
Fee	$50.00

Dear Mr. Trout:

The 1973 Legislature revised the removal/fill permit fee structure. Your renewal fee is shown above. If you wish to renew the above-numbered permit, please complete and return the enclosed application together with maps which include the following information:

1. The project site with sufficient accuracy to permit easy location by an agency representative.
2. A project plan and cross section showing the following:
   - a. The location of the project relative to the water body.
   - b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   - c. The location of the Ordinary Low Water Line, or, in estuaries, the Mean Low Tide Line.
   - d. Pertinent property boundaries.
   - e. Spot elevations or contours if available (note datum used).

A sample map is enclosed for your information.

If you wish to cancel this permit, please initial here DLT and return this letter. You may apply to do the work at a later time, but please allow us 45 days to process a new application.

Please call us if you have any questions.

Sincerely,

DIVISION OF STATE LANDS
William S. Cox, Director

Jan Haley
(Mrs.) Jan Haley
Waterway Permit Supervisor

Enclosure

#7970

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
September 23, 1974
Salem, OR 97310

Preston

FROM: Phil G. Preston
Utility Special Studies Engineer

TO: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: State-Hudson Bay Improvement Co.-
City of Milton-Freewater Agmt.
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County

Attached are triplicate counterparts of subject proposed agreement providing for the reconstruction of the company's irrigation facilities under the Elizabeth Street detour on this section.

The work consists of the removal of the company's existing facilities at the Elizabeth Street crossing, installation of 66-ft. of 78-in. arch type culvert pipe and construction of head and wing walls. This work will be performed by the State's contractor.

The company is obligated to pay the State the sum of $1,500 to cover their portion of the cost of the adjustment of their facilities. The company will perform all operational maintenance of its facilities relocated or adjusted by the provisions of this agreement, except that the City may perform emergency operational maintenance at the company's expense.

The State will perform structural maintenance to the company's facilities adjusted by the provisions of this agreement during the life of the State's contract. Thereafter this responsibility will be borne by the City. The agreement sets up procedures for the notification of the parties prior to the performance of structural maintenance.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section, and the Utility Unit of the Right of Way Section. If you approve of this agreement, please obtain the necessary signatures and return two fully executed copies of the agreement to me for transmittal to the City and the Company.

PGP:jrk
Attach.

APPROVED
J B Boyd
Right of Way Engineer
Highway Division
Dept. of Transportation

Transmit to R.L. Schroeder for his approval
JB 9/24/74

RECEIVED
[illegible] 24 1974

Original returned To Boyd w/agree.
9-24-74

NOTED
R. L. SCHROEDER

7970

8

Salem, Oregon

September 17, 1974

C. T. Keasey
Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County

Information has been received, in the form of a request, from John Jenkins, Materials Engineer, which indicates that a siphon pipe at Station 117+00 does not function properly.

This office was asked if an alternate to the specified material would withstand the loading anticipated. The proposed alternate, 18-inch welded steel pipe, 10 gage, is considered adequate. However, it was proposed that it would be furnished in black steel which we consider unacceptable. It must be galvanized or coated with a coal-tar process. The proposed method of fabrication, field welding, would destroy either type of protection and is, therefore, also considered unacceptable.

It is suggested that if welded steel pipe is accepted that it be furnished with either of the two protective coatings mentioned, that any welding be shop-welding and be performed before protection is applied, and Dresser couplings be used to connect the pipe sections.

FET:fw
cc: W. E. Schwartz
John Jenkins
Wayne Reed

1 Versteeg V
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
SEP 17 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form: WCF 08007
Revised 12-18-73

REFERRED TO

Cole [✓ Reed]
Eriksen Sample
Hager Watson
Return ☐ Forward ☐
Discuss ☐ [✓ File] ☐
BY FINAL DESIGN ENGINEER

[illegible] DIVISION

Const Line Date 3-25-74 Party J. Mills, T. Bond, L. Dale
Project Milton Freewater - State Line
Inlet and Outlet Ditches

MANHOLES:
Station None Lt __ Rt __
Depth ____ F.L. ____

INLETS: Conc Siphon Boxes Lt. & Rt.
TYPE:
LT. ____ STATION ____
RT. ____ STATION ____
MED. ____ STATION ____

Station $115+75^5$
Install ✓ or Salvage
Size 18" Length 298' Class S Siphon pipe
Skew Sta.: Lt. 116+57 Rt. 115+18
In Place: Ft. Lt. ____ Ft. Rt. ____
Extend: Ft. Lt. 136^5' Ft. Rt. 101^5'
Pipe Used: New ✓ Salvaged ____
Elevation: Lt. 76.1 - 89.1 Rt. 74.8 - 91.2
Min. Cover 4.0 Total Fall 2.0 elbow - elbow
Culvert Exc. ____ Ft. Wide-Sides Vertical:

Note ✱ Cross under City water 12" @ Sta. 1+02± Top el. 77.8

℄

Grade 0.0118 /ft. elbow - elbow

90.1 = F.L. el. conc. ditch
89.1 = F.L. el. siphon box
89.1 = F.L. el. end of pipe

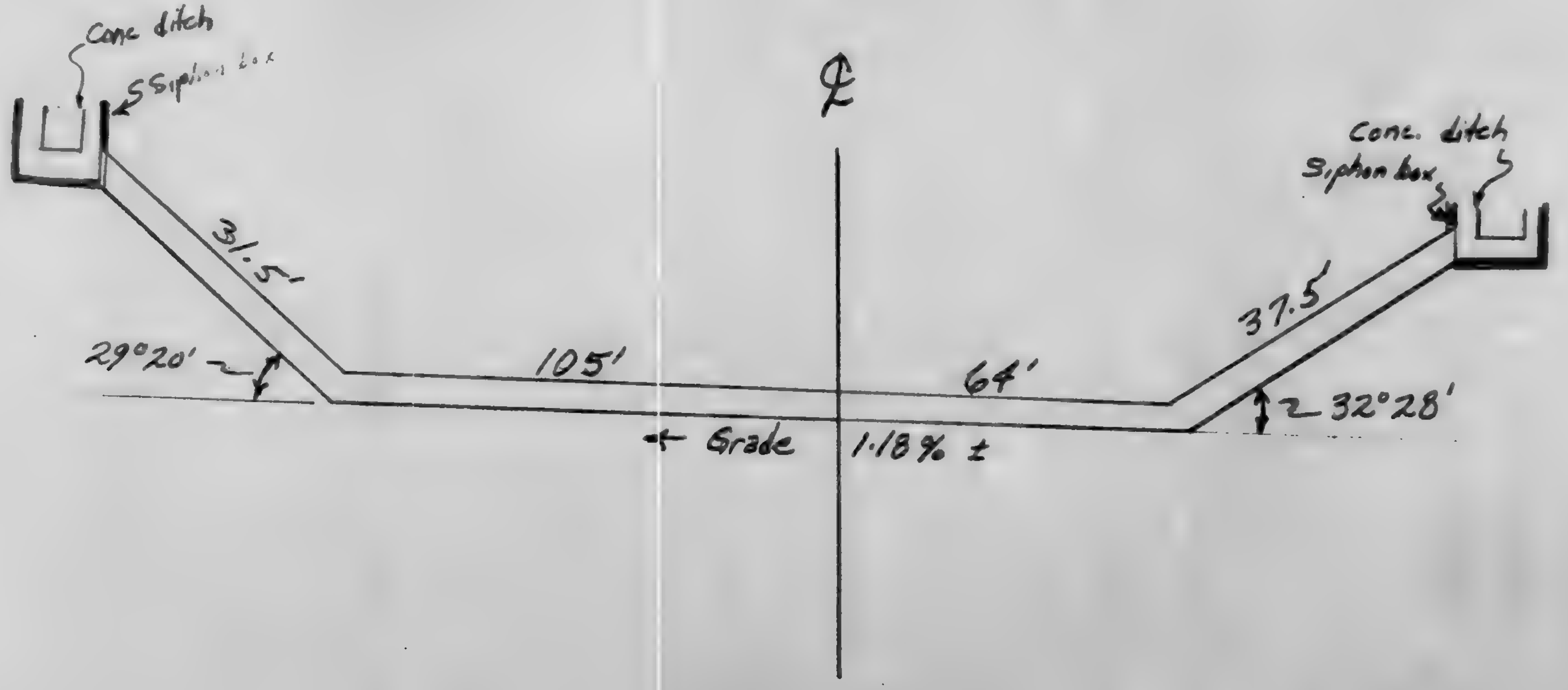
92.2 = F.L. conc. ditch
91.2 = F.L. Siphon Box
91.2 = F.L. end pipe

R.P. (115) 90.9 C 1.8

			R.P. [illegible] 86.9 C 12.9 29°20' Elbow							Bott. Sewer Pipe el. 75.9				R.P. 15^4 84.0 C 12.0 32°25' Elbow			
91.0	91.0	81.6	83.8	81.3	79.7	79.9	80.2	80.87		80.3		79.6	81.4		81.4	92.6	92.6
$1+36^5$	1+25	1+10	1+05	1+00	1+00	0+53	0+41	0+00		0+37		0+57	0+57	0+64	0+71	0+88	1+01.5
89.1			74.0											72.0			91.2
			R.P. 15^6 84.2 C 10.2											R.P. 15^3 82.9 C 10.9			

R.P. 15^3 92.8 C 1.6

Ditch grades 1.0' above
siphon box F.L.


Conc ditch
Siphon box
31.5'
29°20'
105'
℄
64'
← Grade
1.18% ±
37.5'
32°28'
Conc. ditch
Siphon box

Post Office Box [illegible]
Pendleton, Oregon.
August 14, 1974

S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, Washington. 98661

Re: Milton-Freewater-Wash. State Line
Oregon-Washington Highway
Umatilla Co. Contract 7970

I received your letter dated August 2 regarding the 18-inch siphon. It was apparent at the time it was being installed that it would not meet the requirements of the specifications and that corrective measures would be necessary.

I agree that any further delay regarding this installation can definitly affect the completion of the project.

The material specified for use in this installation has proven satisfactory under similar conditions. If proper care is taken and expert workmanship is performed, a satisfactory product will result.

W. C. Ferguson,
Resident Engineer

WCF:en
cc.:Spencer-M.F.
Construction
Region
File

AREA CODES - VANCOUVER 206, PORTLAND 503

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver [illegible] • Portland 285-9262

VANCOUVER WASHINGTON [illegible]

RECEIVED
AUG 5 1974
W. C. FERGUSON
RESIDENT ENGINEER

August 2, 1974

Mr. W. C. Ferguson
Resident Engineer
P. O. Box 459
Pendleton, Oregon 97801

Re: O.S.H.D. Contract No. 7970
M-F to Wash. State Line
Metal Siphon Pipe at Station 117+00

Gentlemen;

The above referenced siphon does not work. Spencer did not design, construct or furnish the pipe for same. Spencer has pumped water to the landowner.

The siphon must be repaired. If it has not been repaired by August 9, 1974, Spencer will commence repair August 12, 1974. Spencer will then backcharge for its expenses and file a suit requesting the Court to decide whose responsibility it is; however, the work must be complete to insure completion.

Sincerely,

S. D. Spencer & Son

Otis Jordan

By Otis Jordan

OJ/jc

cc: Vancouver
Alex Byler

7970 1P J

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Milton-Freewater-Washington State Line **Date** August 14, 1974

Highway Oregon-Washington **Contract No.** 7970

County Umatilla **Prefix** 30-1026

Contractor S. D. Spencer & Son **F. A. Project No.** F-170(22)

Address 4614 NE 72nd Ave., Vancouver, Wash. 98661 **Order No.** 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 102 lin. ft. of 6-inch steel water pipe.

Location by station numbers:

281+80

Estimate of quantities and cost:

Materials	$525.00
Labor	125.00
Total	$650.00

Explanation: **(Explain here the conditions which cause this work to be classed as "extra work")**

The Standard Specifications for Highway Construction-1970 shall apply. Authority for this work was provided for under the additional anticipated items of this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,580,249.06
Present estimate of project cost, including $650.00 for work under this order	$4,580,249.06
Expected under-run over-run amount	$-0-
Expected under-run over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved ~~Deputy State Highway Engineer,~~ Assistant ~~State Highway Engineer~~ or Office Engineer.
Construction

State Printing

RCL

7970

Routing
1 Keasey
2 Bond
3 Jackmond
4 Harwood
Johnson
Walker
RECEIVED
JUL 29 1974
CONSTRUCTION
SECTION
Scofield S
Glenn
Berg

1859

OREGON STATE
HIGHWAY DIVISION
Post Office Box 459
Pendleton, Oregon. 97801

July 26, 1974

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington. 98661

Re: Milton-Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County Contract 7970

Attn: Mr. G. Spencer

I am forwarding to you a copy of a letter I recently received regarding nonpayment for subcontracted work. I wish to bring to your attention Section 107.28 of the Standard Specifications regarding payment of bills. Please advise when the payments for work performed have been made to W & J Construction, Inc.

A cppy of the monthly estimated subcontracted items will be supplied to W & J Construction, Inc. as requested in their letter.

WCFerguson
W. C. Ferguson,
Resident Engineer

WCF:en
cc.: Monahan & Grove
with estimate
Construction
Region
File

NOTED
C. W. HEAD

JUL 26 1974
W. C. FERGUSON
RESIDENT ENGINEER

MONAHAN AND GROVE
ATTORNEYS AT LAW
8 N. E. 5TH AVENUE
MILTON-FREEWATER, OREGON 97862

J. T. MONAHAN
JOHN U. GROVE

TELEPHONE
AREA CODE 503
938-3377

July 24, 1974

Mr. William Ferguson
Residence Engineer
Highway Division
1216 S. E. Byers
Pendleton, Oregon

Re: Our Client: W & J Construction, Inc.,
an Oregon corporation - sub-contractor
George D. Spencer d/b/a S. D. Spencer & Son - Contractor
Contract #7970 - Milton-Freewater-Washington State Line

Dear Mr. Ferguson:

We represent W & J Construction, Inc., an Oregon corporation a sub-contractor under the above mentioned contract.

At the present time, S. D. Spencer & Son has failed to pay W. & J Construction, Inc. for the work they performed for the months of May and June under their contract. They were to receive payment for 90 percent of the value of their work and materials 10 days after the contractor received payment from the State.

Also, in addition to the above, S. D. Spencer & Son owes W & J Construction, Inc. the sum of $6,442.14 for rental payments on the same job.

It is my understanding that you have estimated the work done by W & J Construction, Inc. and that payment has been made to S. D. Spencer & Son for the work under the contract.

The purpose of this letter is to call your attention to the problem and to ask you do whatever you can to see that W & J Construction, Inc. receives payment. Your help would be greatly appreciated.

Would you let me know what your estimates were insofar as the work done by W & J Construction, Inc. I would appreciate hearing from you at your earliest convenience as to these matters.

Sincerely yours,
MONAHAN & GROVE

John U. Grove

By: John U. Grove

[illegible]

7970

OREGON STATE
HIGHWAY DIVISION
Post Office Box 459
Pendleton, Oregon. 97801
July 19, 1974

RECEIVED
JUL 23 1974
CONSTRUCTION
SECTION

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington. 98661

Re: Milton-Freewater-Wash. State Line
Oregon-Washington Highway
Contract 7970 F-170(22)

I wish to bring to your attention Section 108.03 of the Standard Specifications.

This project is basically at a standstill with very little production. Both equipment and manpower are at a bare minimum.

This being the middle of the construction season with the very best of weather conditions, I see no reason why the project should not be in full production.

W C Ferguson

W. C. Ferguson,
Resident Engineer

WCF:en
cc.: Spencer-M.F.
Region
Construction
File

Send copy to
H.S. Coulter

RECEIVED
JUL 23 1974
Office of
Assistant State Highway Engineer

~~RECEIVED~~
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7970

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1974

SUBJECT: Contractors Schedule
Milton Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County
Contract No. 7970

To: W. C. Ferguson
Resident Engineer
Pendleton

Attached is a copy of the letter from Union Pacific Railroad Company dated June 26, 1974, concerning the steel substitution request for the structure being constructed on the subject projects. Union Pacific has no objection to the use of A-36 steel in the end cover plates not meeting the specifications as required.

The last paragraph of this letter comments on the fact that Union Pacific has received no information as to the contractor's schedule. The letter points out that it will be difficult for Union Pacific to schedule their forces to do the necessary work for the proposed shoefly, etc., which must be performed before the contractor can demolish the existing structure and build the new one.

Please contact the contractor and ask him for a copy of his schedule in this area so that this may be furnished to Union Pacific for their programming for their work force. It may be well to point out to the contractor that unless this schedule is received that we would not be in a position to consider a request for time extension or consider any monetary claims due to the delays caused by Union Pacific's forces not being able to perform their work at the time when the contractor desires it to be done.

Please keep me advised of any progress you make toward this end.

J. E. Chidsey,
Railroad and Utility Engineer

JEC:kas
Attach.

cc: ~~H. S. Coulter~~
C. T. Keasey
W. J. Hart
J. L. Sollis
J. B. Boyd
W. E. Schwartz
H. N. Van Cleave
(All with cc. letter)

JUN 28 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

JUNE 26, 1974

File Ref.

D 9043 - 32 - 3 (Spcl.)

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of May 24th concerning steel substitution request for the bridge being constructed under your Contract 7970 at our MP 36.69 on the Pendleton Branch.

Union Pacific has no objection in this instance to Western Steel Company using A-36 steel end cover plates that do not meet specifications with regard to silicon-killed, fine-grain practice.

In regard to this project we have no information as to the contractor's schedule. It may be difficult to program our forces to do the work when the contractor is ready.

Very truly yours,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

#7970

June 19, 1974

Mrs. Glenn Stephens
Rural Route 1, Box 200
Milton-Freewater, OR 97862

450-J

Dear Mrs. Stephens:

This will acknowledge your June 4 letter in which you complain of the use of Elizabeth Street as a detour route during reconstruction of the Oregon-Washington Highway.

It should interest you to know that your views on the detour route are not supported by a large majority of your friends and neighbors. There are forty-four separate ownerships along this detour route. Thirty-two owners favored the improvement, six were against, five had no opinion, and one owner could not be contacted.

The improvement of Elizabeth Street is far from being a waste of taxpayer's money. A wide, modern, properly engineered, and properly lighted street is being provided for your permanent use at no cost to Umatilla County taxpayers. Your neighbors apparently feel that the temporary inconvenience of construction and temporary highway traffic past their front doors is a small price which they are willing to pay in return for the improved street.

I trust that when all of the construction work has been finished and all of the highway traffic is back on the highway, you, too, will enjoy the use of the new Elizabeth Street.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
W. E. Schwartz

WES:sh ja

Milton-Freewater Ore.
June 4 - 74

Dear Sir,

I guess the highway Dept don't know how to spend tax payers mony
Will someone tell us why a county road by the front of our house has to be made into a 3 lane paved road just for a detour, while Construction is going on, on highway 11 in M-F. area.
We live on N. Elizabeth St.
all but one property owner along the N. end signed a paper against widening this road. but we just as well holered in a rain barrel.

a property owner & Tax payer
Sincerly
Mrs Glenn Stephens

Coulter draft

Mrs. Glenn Stephens
~~RR 1~~ Box 200
Milton-Freewater, Ore. 97862

JUN 7 1974
Office of
Assistant State Highway Engineer

#7970 6-12-74 8

LRW LAG 52 6-12-74 12.55 PM

F B KLABOE

RE FULKERSON COMPLAINT ON CUT TELEPHONE CABLE AT MILTON-FREEWATER PROJECT.

THE CABLE HAS BEEN CUT SEVERAL TIMES RECENTLY BY THE CONTRACTOR ANDH HAS BEEN A SOURCE OF IRRITATION TO COMPLAINANT. ACTION BY CONTRACTOR HAS NOT BEEN FLAGRANT. CABLE WAS NOT PLACED AT PROPER LOCATION AND DEPTH BY PHONE COMPANY CONTRACTOR.

THIS MATTER HAS BEEN EXPLAINED TO DR. FULKERSON. HE UNDERSTANDS ~~THE PROBLEM AND WHERE THE PROBLE~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXX THE PROBLEM AND WHERE THE RESPONSIBILITY LIES. THE PROBLEM APPEARS TO BE SMOOTHED OVER.

W E SCHWARTZ

SH¾4.

RECEIVED
STATE HWY ENGR
JUN 12 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

6/14
cy Coulter
Keany

#7970 J

June 6, 1974

City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attention: Steve Loveland
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 4973

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Umatilla County, City of Milton-Freewater and the Highway Division providing for a detour for highway traffic during construction of the Milton-Freewater-Washington State Line Section on the Oregon-Washington Highway.

A fully executed copy of this agreement has been retained for the Transportation Commission's files and we are forwarding the same to Umatilla County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc H. S. Cox (agree. att.)

June 6, 1974

Board of County Commissioners
Umatilla County
Courthouse
Pendleton, OR 97801

Attention: C. E. Lassen
Chairman

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Umatilla County, City of Milton-Freewater and the Highway Division providing for a detour for highway traffic during construction of the Milton-Freewater-Washington State Line Section on the Oregon-Washington Highway.

A fully executed copy of this agreement has been retained for the Transportation Commission's files and we are forwarding the same to the City of Milton-Freewater.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox

Cooperative Construction-Finance Agreement with Umatilla County and the City of Milton-Freewater providing a detour for highway traffic during construction of the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway. Elizabeth Street, under County and City jurisdiction, is to be improved to standards acceptable for use of highway traffic. The City has acquired the necessary right-of-way and is participating in the amount of approximately $30,000. This method of handling traffic will greatly facilitate the removal and reconstruction of two structures crossing the highway in the vicinity of 8th Avenue, and the City will have gained an improved street.

7970

8

bc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
H. N. VanCleave

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 31, 1974

Union Pacific Railroad
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Proposed Profile Spur
Elizabeth Street Detour
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County
Contract No. 7970
UPRR File D 9043-32-3

Dear Sir:

On May 7, 1974 you sent a copy of your print D-5020-4 dated April 17, 1974, illustrating the steepest possible grade for the Key Equipment Spur on the Elizabeth Street Detour for the Milton-Freewater-Washington State Line Section of the Oregon-Washington Highway in Umatilla County. This proposed profile has been reviewed by our field forces and attached is a copy of the profile that they suggest be utilized in realigning the subject spur.

Please review this proposal as made by our field forces and determine if it is a practical grade line to be utilized in the spur realignment. If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Attach.

RECEIVED
JUN 3 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 24, 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Steel Substitution Request
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County
Contract No. 7970
UPRR File: D 9043-32-3

Dear Sir:

Enclosed are two xerox copies of a letter dated May 20, 1974, along with reports of chemical and physical tests from Western Steel Company. Western Steel Company is requesting approval to fabricate one-inch thick by 24-inch wide end cover plates for half through girders as shown on OSHD Drawing No. 29191, Detail A, from the plate documented by the enclosed reports.

The AREA Specifications require that A-36 steel to be used for welding bridge construction or for other bridges where improved notch toughness is important, be silicon-killed, fine-grain practice. The steel plates submitted did not meet this specification. It does meet the A-36 Specification and is within the specification according to manganese content which is used as an indicator of toughness in plate 3/4-inch and less in thickness. As this plate is to be used for the end cover plates for the girders and as such are not load carrying structural members, it is felt by our Bridge Section that the proposed steel is satisfactory for the use intended.

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Please have the Western Steel Company request reviewed by your Bridge Section and advise me as to their final determination as to the suitability of this steel for the portion of the structure indicated.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

bc: H. S. Coulter
W. J. Hart
W. E. Schwartz
Jan VanCleave

7770

8

Salem, Oregon

1 Versteeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
MAY 22 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To__________
Bring Up____/____/____
Other__________

May 21, 1974

C. T. Keasey, Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Milton-Freewater - Washington State Line
Price Agreement No. 10, 78" Arch-type Irrigation Pipe

A request to this office was made for information concerning design policy for the type of installation proposed in the subject P.A. It is our understanding the arch-type pipe is to replace an existing irrigation ditch structure on the Elizabeth Street detour. The street will be turned back to the city upon completion of the project. Policy as it applies to this type of installation under any permanent highway facility is as follows.

> Arch-type pipe is not permitted in irrigation installations where continuous flow is an accepted condition. Due to the pipe cross-section it is not possible to obtain a durable water tight connection. Experience has shown that sufficient tension on the connecting band bolts or lugs to compress the gasket material for sealing deforms the arch-type pipe causing leakage.
>
> In the same general vein, only coupling bands of the same corrugation type and dimensions of the circular pipe will provide the necessary full engagement and uniform compression of the gasket material required for continuing water tight connections. Use of the so-called "dimpled" band is only permitted in coupling circular pipes of unlike corrugations when water tightness is not a consideration. Further, the depth and spacing of the "dimples" for the common universal coupling band are designed to accommodate annular and helical corrugations of the 2-2/3-inch by 1/2-inch range. Engagement of this type of band with a 3-inch by 1-inch corrugation does not appear to be even structurally adequate let alone affort water tightness.

Use of the arch-type culvert pipe as proposed would not be permitted as a permanent highway installation, nor would it be permitted on any facility for which the State has the responsibility for the design and construction.

However, as this is a detour to be relinquished to City jurisdiction, if the City accepts the installation as adequate, the State is relieved of any responsibility.

It is recommended, however, that the dimpled band not be permitted and require a fully corrugated band with corrugations to match the pipe. The band should be 24 inches wide. This is necessary, it is believed, to furnish adequate structural connections of the sections of culvert pipe.

FEI:we
cc: John Jenkins
W. E. Schwartz
W. C. Ferguson
R. E. Rennells, Region V Materials Inspector

1970

8

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

May 20, 1974

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Building
Salem, OR 97310

RE: PUX 915
SXF 679

In the Matter of the Application of the City of Milton-Freewater for the authority pursuant to ORS 763.030 to alter a crossing of Elizabeth Street with the tracks of Union Pacific Railroad Company in Milton-Freewater, Umatilla County, Oregon.

Dear Fred

Enclosed is a copy of Order No. 74-383 issued by the Public Utility Commissioner on May 16, 1974, relative to the above-subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

NOTED
H.S. COULTER

JLS:clh
Enclosure
cc: C. R. Burghart - FHWA (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
W. E. Schwartz (2)
James E. Chidsey
H. W. Oswald
R. P. Hamilton
H. S. Cox

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

RECEIVED
HWY ENGR
MAY 20 74
REFER TO
FOR
D/R Sign Act File

Order No. 74-383

Crossing No. 2H-36.6

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 679

In the matter of the application of the City)
of Milton-Freewater, for the authority,)
pursuant to ORS 763.030, to alter a crossing) ORDER
of Elizabeth Street with the tracks of Union)
Pacific Railroad Company, in Milton-Freewater)
Umatilla County, Oregon.)

On January 21, 1974, the City of Milton-Freewater duly filed an application with the Commissioner seeking authority to alter an existing railroad-highway grade crossing (known as the Elizabeth Street crossing) over the main track and spur track of Union Pacific Railroad Company (Oregon-Washington Railroad and Navigation Company, lessor), Pendleton Branch, in Milton-Freewater, Umatilla County, Oregon.

Pursuant to a request for additional information on this matter from the Commissioner's staff, applicant, in a letter dated February 4, 1974, further clarified its proposal. Applicant proposes to alter the existing crossing by widening Elizabeth Street from its present width of approximately 18 feet to a width of 42 feet, curbed, guttered and equipped with storm sewers. Applicant also proposes to reduce the existing crossing approach gradients on Elizabeth Street from 7.1% to 1.7%. This will necessitate raising the elevation of the existing spur track at the crossing to conform to the new elevation of Elizabeth Street at that point. Applicant proposes to protect the crossing with standard reflectorized crossbucks, advance warning signs and advance warning pavement markers. In addition, the State Highway Division plans to use the Elizabeth Street crossing as a detour for traffic on Oregon State Highway Route Number 11 during construction of the new Milton Undercrossing, a project which was authorized by Commissioner's Order No. 73-717, dated October 30, 1973 (Docket SXF-645).

Copies of the application and applicant's letter dated February 4, 1974, were duly served upon the Board of County Commissioners of Umatilla County, the Union Pacific Railroad Company, S. D. Spencer & Sons of Vancouver, Washington, and the Oregon State Department of Transportation, Highway Division.

By letter dated January 31, 1974, the Highway Division informed the Commissioner that use of Elizabeth Street as a detour during construction of the new Milton Undercrossing would add 8,000 vehicles per day over this crossing for a period of approximately 12 months.

On April 8, 1974, the Union Pacific Railroad Company duly filed its answer to the application in this matter. Railroad proposes to do all necessary track work at the crossing in connection with the alteration project and agrees to bear the cost of protecting the crossing with flagmen during the period in which the crossing is used as a detour for traffic on State Highway Route Number 11. Railroad further proposes that applicant maintain the surface of the street in the track area at the crossing, subject to reimbursement by railroad.

By letter dated May 8, 1974, the City of Milton-Freewater agreed to maintain the surface of the street in the track area at the crossing, subject to reimbursement by railroad.

By letter dated May 9, 1974, the Highway Division advised the Commissioner that it does plan to reroute traffic on Highway 11 via the Elizabeth Street crossing during construction of the new Milton Undercrossing.

Due consideration has been given to all representations in the application, applicant's letter of clarification, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) Reconstruct the crossing, except for work involving the two tracks at the crossing, and bear all the cost thereof;

(b) Furnish, install and maintain two Commissioner's Standard No. 1R reflectorized crossbucks, two standard advance warning signs and advance warning pavement markers at the crossing or on the roadway approaches thereto, as appropriate, and bear all the cost thereof;

(c) Maintain that portion of the crossing area lying outside of lines drawn two feet outside each rail at the crossing, including the applicable portion of the crossing area lying between the two tracks at the crossing, and bear all the cost thereof;

(d) Subject to reimbursement by railroad, maintain that portion of the crossing surface lying between lines drawn two feet outside each rail at the crossing, and

(e) Notify the Commissioner upon completion of the project.

(3) Railroad shall:

(a) Perform all necessary track work in connection with this alteration project and bear all the cost thereof;

(b) Provide flagman protection for all train movements made over the crossing during the period in which traffic via Oregon State Highway Route Number 11 is rerouted over this crossing and bear all the cost thereof;

(c) Bear all the cost of maintaining that portion of the crossing area lying between lines drawn two feet outside each rail at the crossing.

Made, entered and effective May 16, 1974.

Richard W. Sabin
RICHARD W. SABIN
Public Utility Commissioner

7770

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 16 1974

Salem, Oregon

FROM: John R. Oakes
Assistant R/W Engineer

TO: G. L. Green, Division Engineer
Federal Highway Administration

SUBJECT: Files 46726, 46727 – Thompson
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
R/W Project No.: F-170(21)
Constr. Project No.: F-170(22)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located North of Milton Freewater. Access control was purchased in 1973.

The present owners have requested this indenture to allow better joint use.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Enclosures

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
V. E. Skoog
W. H. Haskin
M. R. Mitchell

NOTED
R. L. SCHROEDE

RECEIVED
STATE HWY ENGR
MAY 17 '74
REFER TO
FOR
Info Answ R/D D/R Sign Act File

7-2 # 7770

bc: E. S. Hunter / 8
H. S. Coulter
J. L. Sollis
L. W. Rulien
C. T. Keasey
J. B. Boyd
W. E. Schwartz,
w/attach.

**OREGON STATE
HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 13, 1974

City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attention: Mr. Steve Loveland
City Manager

Dear Steve;

Transmitted herewith are five copies of the proposed agreement concerning improvement of Elizabeth Street for use as a detour route for Oregon-Washington Highway traffic during construction.

Please attach copies of the resolution authorizing signatures, and arrange for at least two of the County Commissioners to sign also. Return four signed copies for presentation to the Oregon Transportation Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

NOTED
E. S. HUNTER

MCH:mm
Encl.
cc: Hon. C. E. Lassen, Chairman
Umatilla County Board of Commissioners
(w/informational copy)

RECEIVED
MAY 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

COUNTY & CITY SECTION
MAY 1 19
☐ ENGR. ✓
☐ UPE ☐ CE ☐ UE

AGREEMENT

It is hereby agreed between Mr. and Mrs. A. L. Herman, property owners, and the City of Milton-Freewater, that when making the detour of Oregon State Highway No. 11 traffic onto Elizabeth Street some consideration and provisions must be made to provide adequate public access to the commercial establishment known as the "High Spot Drive Inn" owned and operated by Mr. and Mrs. Herman. In order to accomplish this fact, the City agrees to provide the following consideration.

1. The City will negotiate and reach an agreement with the Milton-Freewater Seventh Day Adventist Church for the use of the southerly parking lot of said Church, for the purpose of providing access to the "High Spot Drive Inn." All expenses and items of work necessary to arrive at this agreement shall be entirely at the expense of the City of Milton-Freewater and there shall be no expense to Mr. Herman.

2. The City will perform the necessary construction and paving work to connect the existing parking lot of the High Spot Drive Inn to the parking lot of the S.D.A. Church, for a width of at least 20 feet.

3. The City agrees to install two advertising signs of approximately 3' x 4' in dimension, on the Elizabeth Street detour route, with one sign each facing the North bound and South bound traffic, at no expense to Mr. Herman. These signs will be removed by the City at the termination of the detour.

4. It is agreed that if the average of all gross income to the High Spot Drive Inn, per month for the duration of the Elizabeth Street detour falls below a level of 85 percent of the average monthly gross income for the 24-month period preceding June 1, 1974, then the City and the State of Oregon, by and through its Highway Division, will endeavor to reach a settlement representing a net profit to the owner as established by the average ratio of net profit to gross income for the 1972 and 1973 calendar years, up to but not exceeding the 85 percent level. It is the intent of this section that the owner will not suffer a loss of gross income and corresponding net income in excess of 15 percent, as compared to the previous 24-month period, as a result of this detour.

Gross income is to be determined by recognized accounting procedures, indicated by the accounting records of the High Spot Drive Inn and certified by Mr. Jerry J. Larson, Accountant and as verified by the owners' corresponding Federal Income Tax Return. Net income, and the average ratio of net profit to gross income shall be determined from copies of the owners' completed Federal Income Statements, complete with attachments, and approved by the City and the State of Oregon respectively, for the calendar years of 1972 and 1973.

5. It is agreed that the owner will maintain and operate his business for the same or similar number of hours and during like periods of time as in the 1972 and 1973 calendar years. Such hours were and will continue, as closely as practicable: Tuesday through Sunday (6 days per week), 11:00 AM to 8:00 PM., excepting Saturday which opening hour will be 1:00 PM. If such efforts of similar business conduct are not followed, then Section 4 herein shall be void and have no effect.

6. It is also agreed that the City of Milton-Freewater and the State of Oregon, by and through its Highway Division, have made proper and just efforts to provide public access to the commercial establishment and have given acceptable consideration for any possible loss of business to the owner, and these parties shall be held harmless for the detour of Highway No. 11 traffic onto Elizabeth Street in the City of Milton-Freewater.

7. The owner agrees that he will not open or operate his business on Saturdays, until 1:00 PM.

Dated this 10th day of May, 1974.

Agreed to by:

A. L. Herman
A. L. Herman

Mrs. A. L. Herman
Mrs. A. L. Herman

City of Milton-Freewater

[illegible] Loveland

State of Oregon)
: ss
County of Umatilla)

On the 10 day of May, 1974, personally appeared the above named A. L. Herman and Mrs. A. L. Herman owners of High Spot Drive Inn, and [illegible] Loveland City Manager, City of Milton-Freewater, and acknowledged the foregoing instrument to be their voluntary act and deed. Before me:

Notary Public for Oregon
Commission expires 1-4-76

#7970 8

Form FHWA 121 (Rev. 5-73)

NOTED
H. S. COULTER

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1974

In reply refer to: 10-41.61

SUBJECT: Oregon Project F-170(21)
Milton-Freewater - Washington State Line
File No. 46552, Herman (Hi Spot Drive-In)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In March 1973 the State acquired a 600 square foot slope easement across the front of this property. At the time the easement was acquired the plan was to keep the highway open during construction and the owner apparently settled with that understanding. The State and the City of Milton-Freewater now propose to close the highway and route the traffic to Elizabeth Street thereby creating an entirely different situation for the owner of this drive-in restaurant.

The City has provided access to the property by acquiring an easement across an adjoining property which will allow patrons to get to the restaurant from Elizabeth Street. Signing will also be permitted. Even with these adjustments the owner may suffer some loss of business. Both the State and City see a need to compensate the owner for loss, if any. If the owner is agreeable to such a payment we find no conflict with the requirements of Public Law 91-646. We understand Federal participation will not be requested in the additional compensation to the owner. Should there be a change in your position regarding this matter we would have to submit the facts to our legal counsel for an opinion.

If the owner is not agreeable to accepting this method of compensation the State should go back and give him the opportunity to rescind his settlement concerning the easement, and negotiations begun anew with the changed traffic conditions in mind.

G. L. Green

5-15-74
cy Swartz
Wm Ferguson
Cox
Boyd,—
Keasey

RECEIVED
MAY 15 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 14 74
REFER TO
Coulter & Schroeder
FOR

Info	[illegible]	[illegible]	D/R	Sign	Act	File
					X	

7970

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE May 10, 1974

TO Mr. Jack Sollis
Legal

FROM John C. Jenkins, Engineer of Materials
By
R. C. Zitzewitz RCZ
Materials Office Engineer

RECEIVED
MAY 13 1974
Office of
Assistant State Highway Engineer

SUBJECT Utah Inspection
Contract 7961 - 7970

The following is the information needed for an insurance rider to cover the Utah Highway Department employees doing inspection work for the above referenced projects. As of this date the signed agreement with Utah has not been returned. This information was obtained May 9, 1974 from Bill Tippetts, Materials Section, Utah Highway Dept.

Fabricator: Western Steel Co.
700 Crandall Bldg.
Salt Lake City, Utah 84104

Fabricating Shop: 17th So. & 6th West
Salt Lake City, Utah

Estimated Date Start: May 28, 1974

Estimated Date Completed: Aug. 15, 1974

The above dates are tenative and that Western Steel may adjust their production schedule depending upon the contractor.

Number of Utah Employees: 6

Boyd Zollinger
Dwane Glad
Victor Derhha
Russell Stocking
Bill Tippetts
Ted Christenson

NOTED
H.S.COULTER

Please advise if additional information is needed.

cc: H. S. Coulter
Finance - R. Hacek

7970

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

MAY 7, 1974

File Ref.

D 9043 - 32 - 3
(Spcl.)

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to previous correspondence concerning reconstruction of Br. 36.69 on the Pendleton Branch at Milton-Freewater and the consequent construction of a shoofly during reconstruction of the bridge.

In order to detour traffic over Elizabeth Street, your people have proposed raising the grade of the Key Equipment Co. spur track. The attached print (our D-5020-4 of April 17, 1974) illustrates the steepest possible grade for the Key Equipment spur. This should allow a satisfactory profile of Elizabeth Street. If this is satisfactory, will you please advise and we will arrange for our forces to raise the track at the same time the shoofly is constructed.

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAY 16 1974
ROAD
DESIGN
SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring up
Other

Yours very truly,

L A Kirkeby

L. A. Kirkeby,
Superintendent

enc.

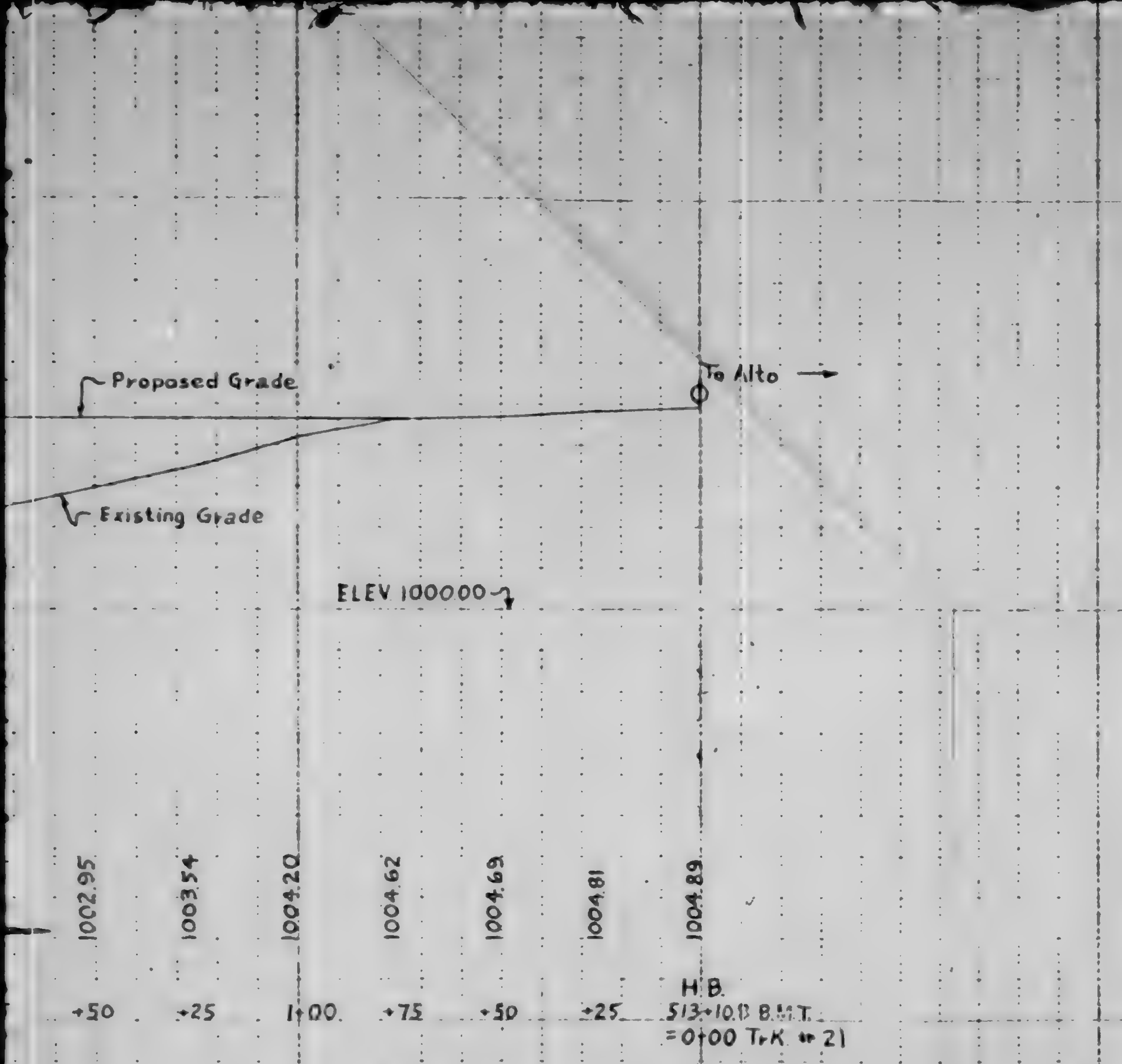
xc: H.S. Coulter
C.T. Kravy - w/copy Print
J.H Versteeg - "
W.E. Schwartz - "
W.C. Ferguson - "

Is their proposal satisfactory?
JEC

No Comment
5-16-74

No information in Final Design on which to base a decision.
Terpin

NOTED
J. E. CHIDSEY


Proposed Grade
To Alto
Existing Grade
ELEV 1000.00
1002.95
1003.54
1004.20
1004.62
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1004.81
1004.89
H.B.
+50
+25
1+00
+75
+50
+25
513+10.13 B.M.T.
=0+00 T.K. #21

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY

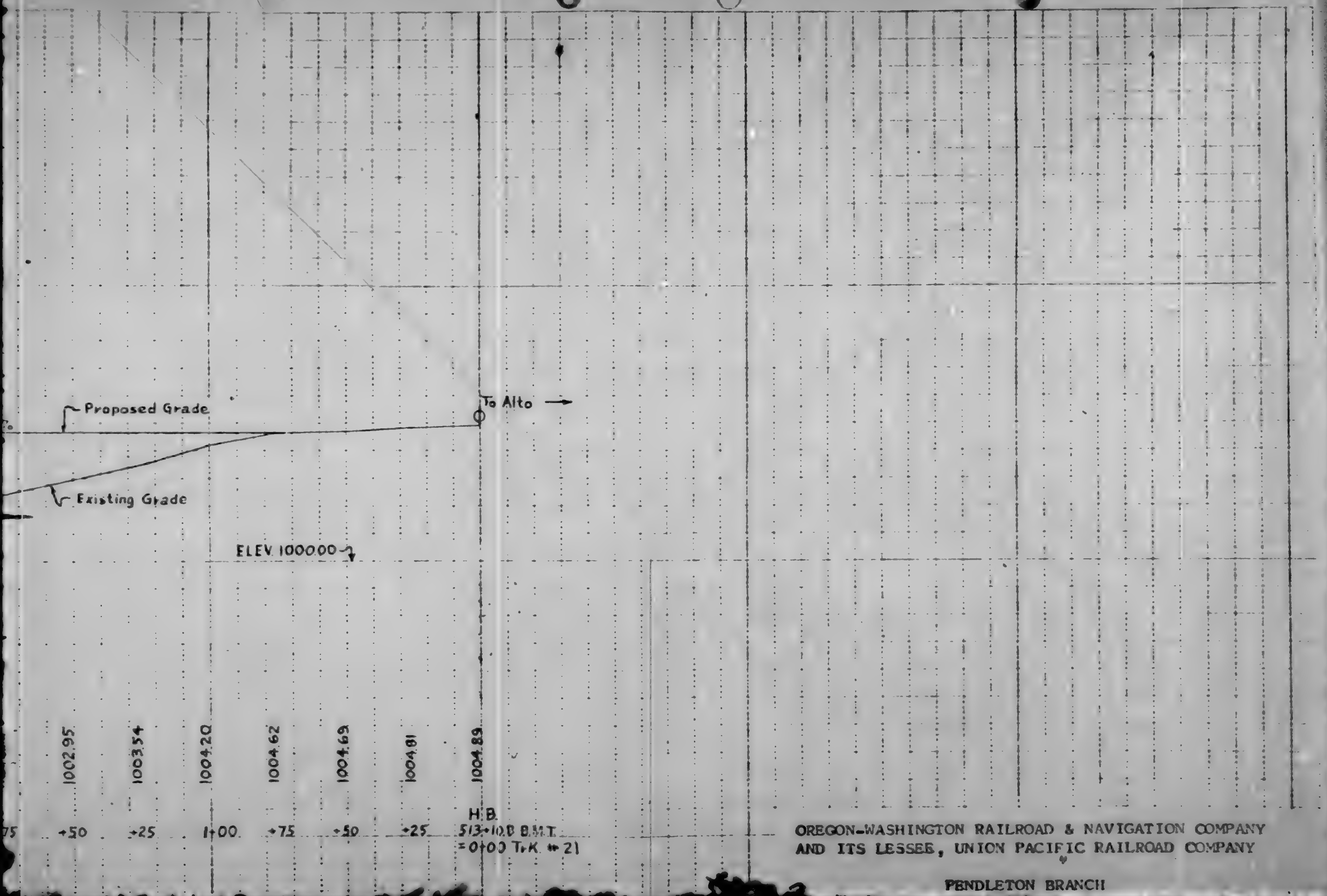
PENDLETON BRANCH
MILTON-FREEWATER, OREGON

Proposed Grade Revision

Key Equipment Co. Spur Track

Office of Div. Engr. Albina, Oregon
Scale: 1" = 4' Vertical April 17, 1974
1" = 40' Horizontal

D-5020-4


Proposed Grade
Existing Grade
To Alto →
ELEV 1000.00
1002.95
1003.54
1004.20
1004.62
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1004.81
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75
+50
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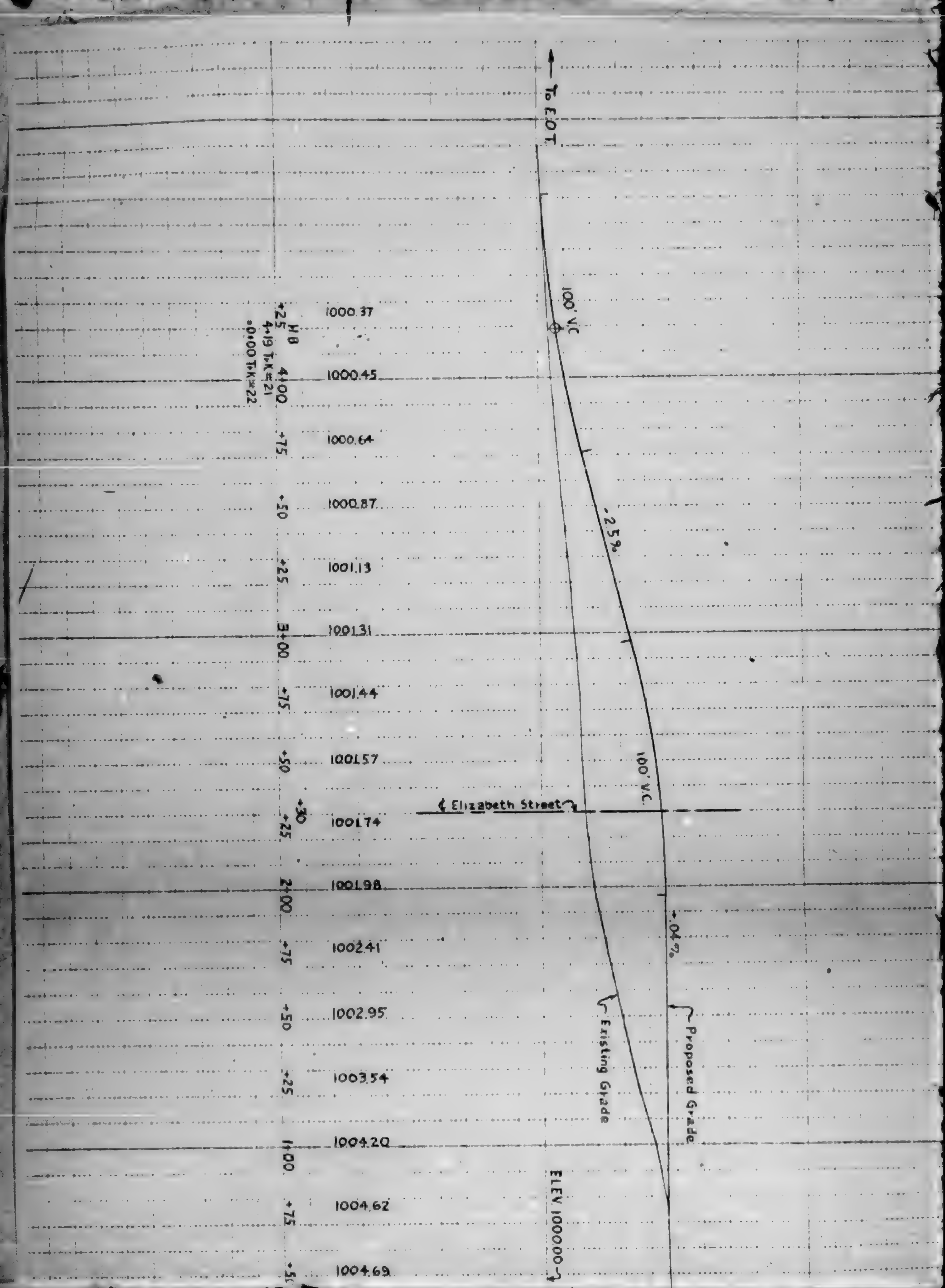
1+00
+75
+50
+25
H.B.
513+10.8 B.M.T.
=0+00 T.-K. #21

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY

PENDLETON BRANCH


To E.O.T.
100' V.C.
1000.37
+25
H.B
4+19 T.K.# 21
0+00 T.K.# 22
4+00
1000.45
+75
1000.64
+50
1000.87
+25
1001.13
-2.5%
3+00
1001.31
+75
1001.44
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1001.57
100' V.C.
+30
℄ Elizabeth Street
+25
1001.74
2+00
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Existing Grade
Proposed Grade
+25
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ELEV. 1000.00
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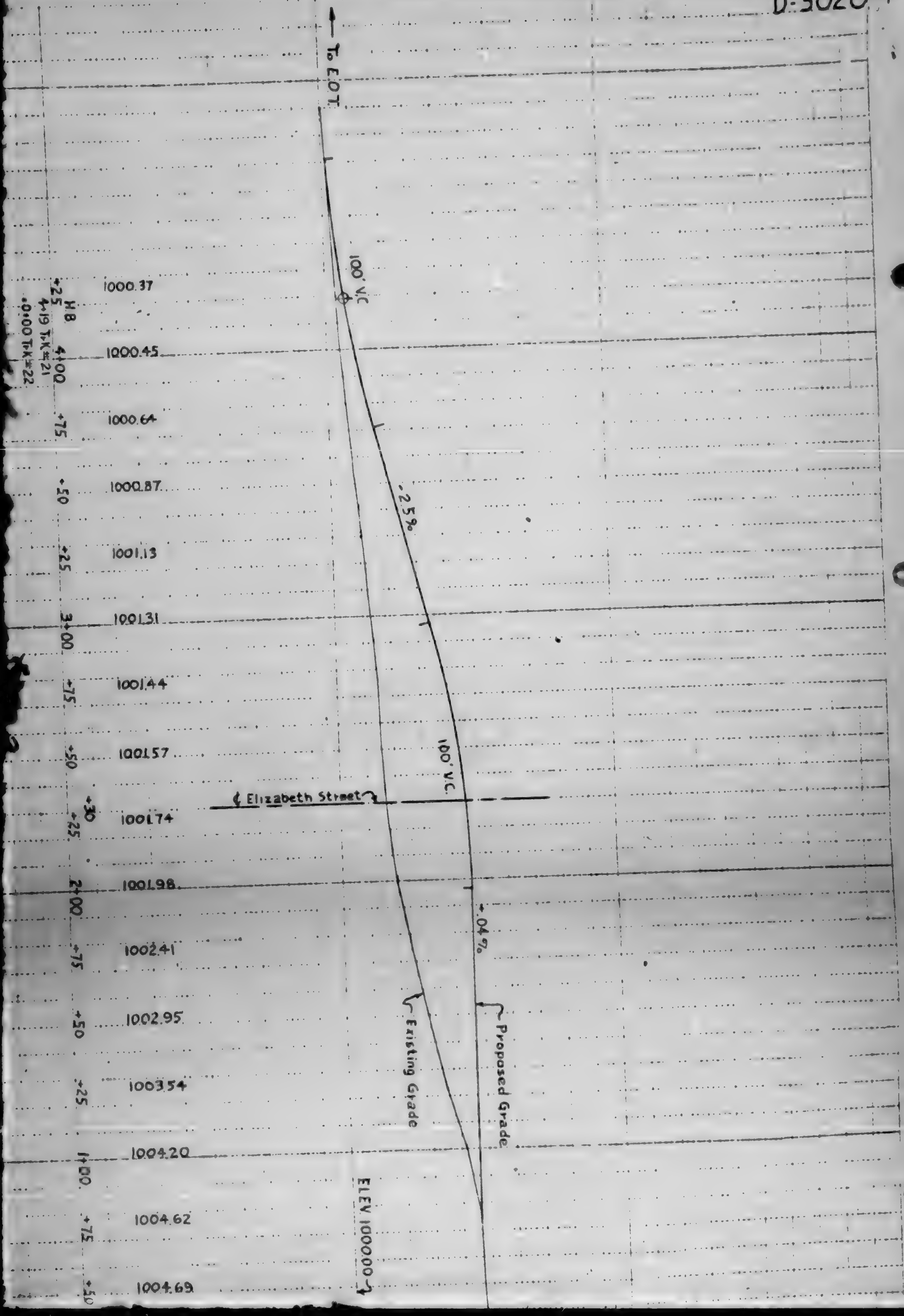
D-5020-4



To E.O.T.
100' V.C.
-2.5%
100' V.C.
+.04%
℄ Elizabeth Street
Existing Grade
Proposed Grade
ELEV 1000.00
H.B.
+25
4+19 T.K.=21
4+00
+0+00 T.K.=22
+75
+50
+25
3+00
+75
+50
+30
+25
2+00
+75
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5/7

NOTED
F. B. KL[illegible]

From the desk of:
H. Scott Coulter

Fred, –

We set up a quarry as the prospective source on this project. –

Contractor elected to go into the river and some adjacent land to obtain gravels for the surfacing. We assisted him in obtaining the necessary permits. Some question now with his temp. permit whether or not he can set up his plant for paving.

I hear Otis P. Jordan is going to Roseburg for the Garden Valley job. –

5

Milton-Freewater, Oregon
Herald
2,040
1974
Allen's P. C. B. Est. 1888

Opposes crusher

Dear Editor:

The Umatilla County Planning Commission has scheduled a hearing to be held in Milton-Freewater on April 24, at 8:15 in the Tum-A-Lum School Auditorium to determine if a zone change should be granted to S. D. Spencer & Sons, to change an R1-A (Agricultural-Residential) zone to F-2 (Farm Zone), to accomodate a rock crusher placed in this zone which does not under any condition allow such an operation.

The people residing in this area DO NOT want to impede construction of Highway 11, but this is a clear violation of the zoning laws for and R 1-A area. It is feared that if a precedent is established, whereby anyone can willfully disobey zoning laws, then spot zone to suit themselves with no thought of the future consequences to their neighbors or the law, then zoning will not have served the people as it was intended to. By law we must be zoned, and the laws of zoning must be obeyed.

A lawyer, present at the April 10 meeting in Pendleton, stated to the Planning Commission Director, Peter Watson, that, "It would appear the Planning Commission has no power to issue a conditional permit" (in an R 1-A zone) because such a permit is not allowed under any conditions.

The people of this area should not have to hire a lawyer to see that this operation by S. D. Spencer is ordered into the zone where it was clearly stated that it would be conditionally allowed (F-2). It is hoped that residents of this area will write to our Commissioners urging them to this action.

Now is the time for the County Commissioners to put aside petty differences and past quarrels and work together to see that the laws in this instance are obeyed, and that our District Attorney enforces them.

Concerned Citizens of Tum-A-Lum School Area

NOTE:
F. B. KLA

NOTED
A. E. JOHNS

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STATE HWY ENGR
MAY 6 '74
REFER TO
FOR
Info | V/S | JD | D/R | Sign | Act | File

Milton-Freewater, Oregon
Valley Herald
(Cir. W. 2,04[illegible])

[illegible] 15 1974

Allen's P. C. B. Est. 1888

# Reporter's notebook

By Lon Lasher

I don't want to attend another bloodletting, another political witch hunt.

The meeting at Tum-A-Lum School two weeks ago was. I hope the planning commission meeting next Wednesday evening doesn't become one.

S.D. Spencer & Sons has asked the Umatilla County planning commission to rezone some land north of McCoy Bridge. The question is whether the planning commission should legalize the existing crusher site or force Spencer to comply with the original permit, and move the crusher to the east bank.

The public has a right to speak. The government has a responsibility to listen. Both have a responsibility to see that main issues are dealt with and that side problems don't confuse the overall picture.

In the maddening crunch of people against the Spencer operation during the Tum-A-Lum school meeting last week, I don't believe people stopped to think of the overall scene.

This part of the county has been trying to get a good road from here to the state line for God knows how many years. Something has always stopped it. Something like the gravel operation being shut down may stop it this time.

A school superintendent told me that every day that highway project is prolonged increases the chances of a child being seriously injured.

At least as many, if not more problems, will occur if the gravel must be obtained elsewhere.

S.D. Spencer & Sons is not blameless. They violated many provisions of their permits. They must take responsibility for that.

But at the same time, unless Spencer can get gravel, the operation must shut down. And that isn't good.

It's a two-headed problem, that's for sure. The damage has been done. What's needed now is to make sure additional violations don't occur while the work continues and the highway gets done.

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Oregon

Allen's P. C. B. Est. 1888

4th estate

By Dan Zimmerman

GET ON WITH IT: The Reporter's Notebook and the 4th Estate may be a little redundant this week, but a double dose isn't so bad in some cases.

Simply, we've had it up to "here" with the nit-picking, quarreling, harrassment, etc. over Spencer Construction Company's rock-crushing operation on the Walla Walla River. Some of it is downright insane. And the deal has been drawn out long enough it seems everyone is getting their punches in and bringing others into the fight.

The newspaper is caught right in the middle. All of the principal people except for one, have to come in and air their grips, hoping it will appear in print. For the last several weeks, it seems every time we turn around, the door lets in another somebody who has discovered yet another "violation." Problem is, nobody has come up with a solution, and many of these self-appointed protectors of the public safety are just bold face publicity hounds.

In one instance, we'd like to see some level-headed person in authority call a halt to all this mickey-mouse and get the situation resolved between the construction company and ONE public body (the State Highway Dept., County Commission, Wildlife Commission, or whoever).

What we'd really like to see is for everybody to back off and let Spencer get on with the job of building a highway.

The state should come in and say we're going to do this and this and the rock is going to come from the Walla Walla River or from Timbucktoo.

We don't really care.... as long as the highway gets built in the least amount of time with the least amount of dollars.

You see.... for every day the project is delayed costs you and I — the taxpayers, the public — three ways: 1. Money — Any delay costs a proportional amount of tax money; 2. Time — We lose a great deal of time (plus frizzled nerves) when we repeatedly have to drive through a construction area; 3. Safety — There have already been numerous accidents in the project area and we just pray no child in the Eastside area gets caught in front of one of those trucks.

Time will heal the quarrels, hurt feelings, mud in the water — so let's get going and get the job over with!

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FOR

Info	Invest	R/D	D/R			File

Committee Picked To Find Answer For Gravel Issue

The Umatilla County planning director, an attorney and the project manager for a controversial excavation and rock-crushing operation hope to find a solution for problems which have arisen since the operation began.

The Umatilla County Board of Commissioners Wednesday delegated the task of seeking a solution to Peter Watson, planning director; Pendleton attorney Dennis Hachler, representing the Concerned Citizens of Tum-A-Lum; and Otis Jordan, project manager for contractor S. D. Spencer and Son, Vancouver, Wash.

They hope to present proposals at a meeting of the Umatilla County Planning Commission at 8 p.m. next Wednesday at Tum-A-Lum School in the Milton-Freewater area.

S. D. Spencer and Son is building four-lane Highway 11 north of Milton-Freewater and has had its excavation and rock-crushing operation at the Walla Walla River north of Tum-A-Lum Bridge.

Spencer has a permit from the State Lands Division to excavate gravel from the river channel starting July 1. Spencer, however, started excavating in the channel last month. That was stopped by the Oregon Wildlife Commission after complaints to the State Lands Division by Tri-State Steelheaders and county commissioner Raymond Bevans.

Bevans said Wednesday he thought the committee should include somebody, preferably from the Corps of Engineers, who knows about riprapping to save the land.

(Riprap is a foundation or sustaining wall of stones thrown together without order, as in deep water or on an embankment slope to prevent erosion.)

EARLIER, Jordan said the contractor planned to riprap where necessary and to replant embankment areas where the operation has been carried on. He said the company was willing to post bonds and anything else that was reasonable to show its intent for the area was good.

Those opposed to the operation have complained of siltation of wells, dust, noise and that the crusher is in an area where it is not allowed according to Umatilla County zoning.

The planning commission last week asked that injunctions be obtained to halt Spencer's operations.

But that course appeared to be unfavorable to the county board of commissioners Wednesday after a report by Dist. Atty. Jack Olsen.

Olsen said there were two problems with injunctive procedures: delay and the alternatives open to Spencer.

If a temporary restraining order were granted, but later a permanent injunction was denied, Olsen said, the county could be liable for loss of profits and damages sustained by Spencer between the time of the temporary order and the denial of the permanent injunction.

OLSEN SAID Spencer could comply with zoning regulations by moving the crusher 100 feet across the river to the east side and continue excavation on the west side of the river.

The planners had said that if evidence of a pre-existing use of the area for gravel operations were presented, it might be that Spencer was not in violation.

Jordan presented letters Wednesday revealing that gravel had been excavated in the area by several firms in the last five years.

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STATE HWY ENGR
MAY 6 '74
REFER TO
FOR

E. OREGONIAN 4-18-74

Tum-A-Lum Session Set

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The planners had said that if evidence of a pre-existing use

RECEIVED
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MAY 6 '74
REFER TO
FOR

706

VAL[illegible]Y HERALD. 4-18-74

Next Wednesday night

Public hearing set on Spencer's request for zoning change

A public hearing will be held Wednesday, April 24, at 8 p.m. at Tum-a-lum school by the Umatilla County planning commission on a request by S. D. Spencer & Sons for a zone change to allow a rock crusher to continue operation on the west bank of the Walla Walla River north of McCoy (Tum-A-Lum) Bridge.

The planning commission made their decision at a regular meeting last week, Wednesday, April 10. The commission also asked the board of county commissioners to seek two injunctions to shut down Spencer's operation.

Commissioners were expected to discuss the request and possibly take action at their regular meeting Wednesday, April 17.

A source told the Valley Herald this week that S. D. Spencer & Sons is seriously considering asking out of the highway construction project if the injunctions are served. If that happens, the source said, chances that the project would be completed are low.

The planning commission charged last week that Spencer is violating a conditional use permit because the firm is crushing gravel excavated from other than the river channel, as the permit specified.

It also charged that Spencer is violating the county zoning ordinance by excavating gravel in a rural residential zone.

In addition, there is some dispute over whether the property had use as a gravel operation in prior years. During the meeting, Pete Watson cited letters from Otis Jordan, project engineer for Spencer, saying the site had been used in years past for gravel extraction.

Ray Weis, a leader in the fight to close down the Spencer operation, refuted Jordan's letter by reading a letter from Dr. John Potts, resident near the extraction area, saying he had purchased his property in 1948 and had never seen extraction operations in that time.

This was one of the conditions to getting a State departmental Geology permit.

County Commissioner Raymond Bevans, who has also been against the Spencer gravel operation, expressed concern in the planning commission meeting last week. He said the "planning commission, the county commissioners . . . and others possibly are laying themselves open to damage suits if medium high waters hit the crusher site."

RECEIVED
STATE HWY ENGR
MAY 6 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
~~April 29, 1974~~
5-3-74

~~FROM:~~ TO: Mr. H. S. Coulter
Assistant State Highway Engineer
BUILDING

~~TO:~~

Mainor

FROM: Mainor C. Holmes
Office Engineer
County & City Unit

SUBJECT: Agreement Draft
Elizabeth Street Detour
Milton-Freewater - Washington
State Line Section
Oregon-Washington Hwy., No. 8
Umatilla County and City of
Milton-Freewater

NOTED
E. S. HUNTER

Submitted herewith for your consideration is a suggested draft of a proposed agreement covering establishment of a detour route along Elizabeth Street in the City of Milton-Freewater.

The contractor is to construct the detour under State supervision. The City is to deposit $30,000 for their share of street improvement, acquire the right-of-way, pay all railroad costs, furnish illumination, and accept responsibility for any claims associated with loss of access to the highway.

Please review the draft and, if you approve, forward to the Construction Engineer for his review, comment and return to this office for preparation in final form.

RECEIVED
MAY 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MCH:ljt
Att.

cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
J. B. Boyd (w/att) Please review, comment & return to County/City.
W. E. Schwartz " " " " " " "

RIGHT OF WAY SECTION
RECEIVED
APR 30 1974
RE ANE ARA FS LA RS
PMS AS CE OS TA FAO

Appears OK to me
JBBoyd 4/30/74

appears ok to me
J Habberly 4/30/74

Note: Item 5 on R/W will be checked in field by Bryan W Dellere, Allen K. Chastain, C Mathias in order to insure compliance with work.
[illegible] 5/3/74
cc: Cox
Hunter
Mathis

draft
MCH:ljt
4/29/74

City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attention Mr. Steve Loveland
City Manager

Umatilla County Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Attention Hon. C. E. Lassen
Chairman

Gentlemen:

By virtue of agreements with Umatilla County and the City of Milton-Freewater, and a contract awarded to S. D. Spencer & Sons, the Oregon State Highway Division now has under construction the Milton-Freewater - Washington State Line Section of the Oregon-Washington Highway. A portion of the project requires the removal and reconstruction of certain structures crossing over the highway in the vicinity of N.E. 8th Avenue. It was originally planned to accomplish the work in this area by use of a stage construction system; however, it has now been determined that the State, County and City would mutually benefit through establishment of a detour route along N. Elizabeth Street, providing a feasible and more economical method of accomplishing the required structural work.

Attached hereto, marked Exhibit A, and by this reference made a part hereof, is an itemized estimate of quantities required for improvement of that portion of Elizabeth Street to be utilized as a detour route.

NOW, THEREFORE, the premises being generally as stated in the foregoing, and in consideration of the mutual obligations contained herein, and of the benefits which will accrue to State, County and City, it is mutually agreed by and between the parties hereto as follows:

1. State shall approve plans prepared by City (dated January 11, 1974 rev.), supervise construction and maintain that portion of N. Elizabeth Street established as a detour route during the interim of use. Upon removal of highway traffic, Elizabeth Street shall be returned to County and City jurisdiction in a condition acceptable to all parties.

2. State's contractor shall install the necessary temporary signing along the detour route as a portion of the project. Permanent signing within the corporate limits of the City shall be the responsibility of City.

3. Upon completion of the project, State shall submit to City an itemized statement of actual final total costs for improvements to N. Elizabeth Street.

4. County shall allow State the right to enter upon County right-of-way for the purpose of improving N. Elizabeth Street to standards required for establishment of a highway traffic detour route.

5. City shall certify to State that the necessary right-of-way has been acquired, and shall accept the responsibility for any claims arising by reason of loss of access to private property occasioned by diversion of traffic from the Oregon-Washington Highway.

6. City shall perform all work required for the adjustment of manholes and water valves within the city limits, and shall provide at their own expense, the necessary illumination, including electrical energy consumed thereby, with plans subject to approval by State.

7. City shall, upon execution of this agreement, deposit with State the sum of $30,000 as their participating share of cost for improvements to Elizabeth Street. Upon receipt of an itemized statement from State, of the actual final total cost of said improvements, based on quantities listed on the attached Exhibit A, City shall either pay any additional costs or be refunded the portion of their deposit which is in excess of the actual total final cost.

8. City shall exercise their franchise to require the Union Pacific Railroad Company to alter tracks crossing N. Elizabeth Street to conform with the plans for the project, and/or shall comply with terms of any P.U.C. order issued.

If this arrangement is acceptable to Umatilla County and the City of Milton-Freewater, please indicate your approvals by signature of four copies in the spaces provided below. The City should adopt a resolution authorizing the signature of city officials and attach copies of the resolution to the signed agreements. When both the County and the City have completed action, please forward four signed copies to the County & City Engineer, 405 State Highway Building, Salem 97310. Following certification, fully-executed copies will be returned for your permanent records.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City Officials have acted in this matter pursuant to Resolution No. _______ passed by its City Council on the ________ day of ________________, 1974.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on ______________________ by ______________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVED:

____
Assistant State Highway Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

____
Administrator and State Highway Engineer

UMATILLA COUNTY, by and through its Board of County Commissioners

By______________________________
Chairman

By______________________________
Commissioner

By______________________________
Commissioner

CITY OF MILTON-FREEWATER, by and through its City Officials

By______________________________
Mayor

By______________________________
Recorder

MCH:ljt
4/29/74

HIGHWAY DIVISION SHEET 1 OF 2 SHEETS

CONTRACT 7970

ESTIMATED QUANTITIES FOR THE
ELIZABETH STREET DETOUR

Bid Item No.	ITEM DESCRIPTION	UNIT	UNIT PRIC		DETOUR QUANTITY			
4.	Temporary Signs	Sq.ft.	$ 7.60		+ 440			
5.	Temp. Barricades	only	65.00					
6.	Temp. Continuous Rail Traffic Barrier	Lin.ft.	4.50		+ 525			
7.	Flagman	Hours	8.00					
12.	General Exc.	C.Y.	1.60		+4,370			
13.	Overhaul	"C" Yd Sta.	0.60		+1,000			
14.	Trench Exc.	C.Y.	4.70		+ 450			
15.	Finish Roadbed & Slopes	Mile	2,500.00		+ 0.8			
17.	Watering	M-Gallon	2.00		+ 200			
18.	Structural Exc.	C.Y.	6.00		+ 25			
19.	Bit. Base Mixture	Ton	5.10		+7,740			
20.	Asphalt in Bit Base	Ton	50.00		+ 445			
21.	1-0 Aggregate Base	Ton	2.90		+5,720			
23.	Cl. "C" A.C. Mixture	Ton	6.40					
24.	Cl. "B" A.C. Mixture	Ton	5.60		+2,220			
26.	Asph. Cement in Mix	Ton	50.00		+ 145			
27.	Asphalt in Tack Coat	Ton	120.00		+ 4			
28.	Class "A" Concrete in Retaining Walls	C.Y.	110.00		+ 11			
29.	Reinf. in Ret. Walls	Lb.	0.34		+1,100			
30.	8-inch Culvert Pipe	Lin.Ft.	3.30		+ 250			
31.	12-inch Culvert Pipe	Lin.Ft.	4.50		+ 15			
32.	18-inch Culvert Pipe	Lin.Ft.	6.50		+ 830			
36.	12-inch Sewer Pipe	Lin.Ft.	6.20		+1,050			
37.	Concrete Inlet	Only	400.00		+ 9			
1.	Concrete Driveways	Sq.Yd.	8.20		+ 475			

EXHIBIT A

HIGHWAY DIVISION

SHEET 2 OF 2 SHEETS

CONTRACT 7970

ESTIMATED QUALTITIES FOR THE
ELIZABETH STREET DETOUR

BID ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE		DETOUR QUANTITY
63.	Concrete Curbs	Cu.Yd.	$ 50.00		+ 200
79.	Structure Exc.	Cu.Yd.	10.00		
91.	Furnish HP12x53 Steel Pile in Stockpile	Lin.Ft.	10.00		
93.	Furnish Lbr & Timber in Stockpile	FBM	0.43		
PRICE AGREEMENT NO.8					
	Clearing & Grubbing	Lump Sum			+$4,315.00
PRICE AGREEMENT NO. 10					
	7'3" x 5'3" Arch Type Pipe	Lin.Ft.	85.00		+72
PRICE AGREEMENT NO. 11					
	Irrigation Boxes	Each	400.00		+ 7

7770 8

Salem, Oregon

April 25, 1974

C. T. Keasey, Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Temporary Detour (Elizabeth St.) Signing Plan
Milton-Freewater - Washington State Line Section
Oregon-Washington Highway
Umatilla County

Reference is made to the letter dated April 18, 1974, to you from Resident Engineer W. C. Ferguson, copy attached, requesting a review of the above subject signing plan as proposed by the contractor.

We are returning you this plan with our additions and revisions shown in red. Also attached are two prints of the required 12 inch route shields.

1 Versteeg 0
2 A. Olson all
Terpin
Scott
Swenson
R. Olson
Trout 14

RECEIVED
APR 26 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

WHS:ww
Attachments
cc: Bill Beard

FORM E-30 (REV. 10-69)

Routing
Keasey
Bond
Jackwood
Johnson
Walker
Glenn
Berg

RECEIVED
APR 19 1974
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P. O. Box 459, Pendleton. 97801
April 18, 1974

SUBJECT: Milton-Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County Contract 7970
F-170(22)

To: Mr. C. T. Keasey
Construction Engineer
Salem

I am submitting for your review, the proposal for the signing of the Elizabeth Street Detour on the above project as submitted by the contractor.

This sign plan appears to be satisfactory. However, I would feel better if someone more familiar with signing would review this plan. Perhaps the Traffic Section can look this over and make some reccomendations.

W C Ferguson
W. C. Ferguson,
Resident Engineer

WCF:en
cc.:Regional Engr.
File

w/attachment

7990

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem 97310

Apr. 17, 1974

FILE

FROM: John R. Oakes
John R. Oakes
Assistant R/W Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: File 47151 - Royer
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
R/W Project No. F-170(21)
Const. Project No. F-170(22)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located North of Milton Freewater. Access control was purchased in 1973.

The present owners have requested this indenture during construction to fit their present plans.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

4-19-74
original & attachments
to John Oakes

RECEIVED
APR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

'79-'10

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem 97310
Apr. 17, 1974

John R. Oakes

FROM: John R. Oakes
Assistant R/W Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: File 46564 - Dolan
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
R/W Project No. F-170(21)
Const. Project No. F-170(22)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located North of Milton Freewater. Access control was purchased in 1973.

The present owners have requested this indenture during construction to fit their present plans.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

4-19-74
original & attachments
to John Oakes

RECEIVED
APR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

79'70

5

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem 97310

FILE

Apr. 17, 1974

FROM: John R. Oakes
John R. Oakes
Assistant R/W Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: File 46729 - Williams
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
R/W Project No. F-170(21)
Constr. Project F-170(22)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located North of Milton-Freewater. Access control was purchased in 1973.

The present owners have requested this indenture during construction to fit their present plans.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

4-19-74
original & attachments
to John Oakes

RECEIVED
APR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7970

5

TEXACO

PETROLEUM PRODUCTS

SALES DEPARTMENT—U. S.
PORTLAND REGION
J. M. SHARPE
ASSISTANT REGIONAL MANAGER

TEXACO INC.
700 N. E. MULTNOMAH STREET
PORTLAND, ORE. 97232

April 10, 1974

OREGON STATE FILE NO: 47156
MILTON-FREEWATER-WASHINGTON
STATE LINE SECTION
OREGON-WASHINGTON HIGHWAY

TEXACO FILE: 9343
MILTON-FREEWATER, OREGON
STATE HIGHWAY 11 & COUNTY ROAD

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Reference is made to recent correspondence and particularly your letter of October 22, 1973, requesting that Texaco subordinate its lease hold interest to a conveyance of access right granted to the Oregon State Highway Division by Norbert E. Kunzel and Mary Kunzel, his wife, said document dated the 13th day of June, 1973.

This is to advise that Texaco is not willing to subordinate its lease hold interest to the above-mentioned conveyance of access rights.

Yours very truly,

TEXACO INC.

Jack M. Sharpe

JACK M. SHARPE

JMS:rdm

Orig to R/W 4-11-74

RECEIVED
STATE HWY ENGR

APR 12 '74

REFER TO
R/W.

FOR

Info	[illegible]	A/D	D/R	Sign	Act	File

7970.

8

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE April 5, 1974

TO W. C. Ferguson
Resident Engineer
PENDLETON

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Milton Freewater-Washington State Line
Contractor's Gravel Operation

For your records, a Mr. May of the E.P.A. called this date and advised he had been contacted by Mr. Weiss (Steelhead Association) regarding Spencer's gravel operation. Mr. Weiss reiterated to him the information he gathered at the meeting at Tumalum School on April 2.

He requested our opinion of the possible contamination of ground water and lowering of water table. I advised him that this question should be directed to the State Engineer's Office. As far as we could determine at this time, the contractor was not in violation of any permits nor causing any contamination of wells or lowering of water table.

He mentioned that the district attorney in Umatilla County was having second thoughts on his decision on the validity of the zone variance.

I told him we were following up with all agencies. He said he would keep us advised of his findings.

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[illegible]
[illegible]
Scott
Swenson
R. Olson
Trout T
RECEIVED
APR [illegible] 74
ROAD DESIGN SECTION
Requests Action
Return To
Bring Up
Other

DDA:je

cc: C. T. Keasey
Don Trout

7970

S

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE March 29, 1974

TO ~~MEMO TO~~ THE FILES

Donald L. Trout

FROM Donald L. Trout, Design Office Engineer

SUBJECT Milton-Freewater - Washington State Line
Oregon-Washington Highway
Umatilla County

Mr. Ralph Mason, Deputy State Geologist, called me on March 28, 1974 regarding the activities of Mr. Otis Jordon, with S.D. Spencer & Son, contractor on the subject job. Mr. Mason wanted to talk to someone in Highway who was familiar with the construction activities on the job. The contractor may be operating in violation of the State's surface mining regulations. I called Mr. Dale Allen who had Mr. William Ferguson call Mr. Mason.

On March 29, 1974 Mr. Mason called me again. He had talked with Mr. Ferguson. Mr. Mason stated that a meeting was scheduled early next week to determine if the contractor is operating in violation of the State's surface mining regulations. If he is, there is a strong possibility his operation will be stopped.

The Division of State Lands is also having similar trouble with Mr. Jordon.

The operation and the permits in question are for a material source of the contractor's choosing that was not a part of the plans.

I requested Mr. Mason to keep Highway posted and to send us copies of correspondence.

DLT:we
cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
William Ferguson

RECEIVED
APR 1 1974
Office of
Assistant State Highway Engineer

K

7970

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 29, 1974

TO MEMO TO THE FILES

Donald L Trout

FROM Donald L. Trout, Design Office Engineer

SUBJECT Milton-Freewater - Washington State Line
Oregon-Washington Highway
Umatilla County

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DLT:we
cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
William Ferguson

REFERRED TO

	Cole		Reed
F.E.	[✓ Erikson]		Sample
	Hager		Watson

[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1	Versteeg	V
	A. Olson	
2	Terpin	T
	Scott	
3	Swenson	[illegible]
	R. Olson	
	Trout	K

RECEIVED
MAR 29 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

☐ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE MAR 27 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

March 26, 1974

W. C. Ferguson
Resident Engineer
P. O. Box 459
Pendleton, Oregon 97801

Re: O.S.H.D. Contract No. 7970
M-F to Wash. State Line

Dear Mr. Ferguson;

This is to acknowledge and thank you for yours of March 22, 1974.

As we have told you in the past we have and shall be happy to review our permits with you at any time.

Sincerely,

S. D. Spencer & Son

By Otis Jordan

OJ/jc

cc: C. T. Keasey - Construction Engineer
✓W. E. Schwartz - Regional Engineer
Vancouver

OREGON STATE
HIGHWAY DIVISION
Post Office Box 459
Pendleton, Oregon. 97801
March 22, 1974

S ☐ RE ☐ R 0 ☐ RBE ☐ RME
☐ ROE L MAR 2 5 [illegible] ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington. 98661

Re: Milton-Freewater-Wash. State Line
Oregon-Washington Highway
Umatilla County Contract 7970
F-170(22)

I have written two letters requesting copies of the permits pertaining to your material source. The dates of the letters were Dec. 12, 1973, addressed to your Vancouver office and Feb. 15, 1974 addressed to your Milton-Freewater office.

After the shutdown of your operation in the Walla Walla River at your crusher site last week, I insist that you send copies of your permits and pit operation plan immediately.

I must consider that the information requested has been deliberately withheld.

W C Ferguson
W. C. Ferguson,
Resident Engineer

WCF:en
cc.:Spencer office-M.F.
Regional Engineer
Construction Office
File

cc Don Trout w/attachment

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout R

RECEIVED
MAR 29 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To [redacted]
Bring Up ___/___/___
Other

7970

bc: H. S. Coulter
C. T. Keasey
J. L. Sollis
J. B. Boyd
W. E. Schwartz
W. C. Ferguson - NOTE:
Costs mentioned above should be chargeable to the contractor on the project in as much as this detour is being constructed at his request.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: James Bergman

SXF-769
Application to alter Crossings of
Elizabeth Street
City of Milton-Freewater
Milton-Freewater-Washington State
Line Section
Oregon-Washington Highway
Umatilla County
Contract No. 7970

Dear Mr. Bergman:

As I outlined to you today in our telephone conversation, the Oregon Highway Division will accept responsibility for reimbursing the Union Pacific Railroad for all expenses insurred by them in the alteration of the Elizabeth Street crossing of your facilities in the City of Milton-Freewater. This reimbursement of your costs will include such items as hand flagging the rail traffic through the crossing, the necessary alteration of the crossing to provide adequate width to correspond with the widening of Elizabeth Street, and any other incidental costs of which you incurr.

I hope that this gives you adequate clearance by the Highway Division so that you may respond to the City of Milton-Freewater's application and the PUC will be in position to issue the necessary order. If there is any further information you require in this matter, please feel free to contact us.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

NOTED
H.S.COULTER
K

JEC:jrk

RECEIVED
MAR 29 1974
Office of
Assistant State Highway Engineer

cc: Union Pacific Railroad
Portland
Attn: R. S. Orr

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7770

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: March 27, 1974

In reply refer to: 10-41-DA

SUBJECT: Oregon Project F-170(22)
Milton-Freewater-Washington State Line

FROM : G. L. Green, Division Engineer

RECEIVED
APR 1 1974
Office of
Assistant State Highway Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Gallagher's letter of March 18, concerning State Force Order #6.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total costs of the work to be done under this order is $567.79 with Federal participation of $340.67.

for Malach
G. L. Green

Enclosure
State Force Order No. 6

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
APR 1 '74
REFER TO
FOR
Info [illegible] [illegible] DIR Sign Act File

4-1-74
Gallagher

K

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7970

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section Milton-Freewater-Washington State Line

Date February 28, 1974

Highway Oregon-Washington

F.A.P. No. F-170(22)

County Umatilla

Prefix 30-1026

Account No. 279-06

Description of Work To Be Done: Relocate State of Oregon traffic recorder affected by highway construction. Recorder located at Sta. 309+14.

Work to be done by State Forces

APPROVED EFFECTIVE DATE 2-11-74
Contingent upon modification of project agreement if additional funds are required
BY
E. J. Valach
TITLE ~~Dist. Engineer~~
DATE 3-27-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Relocated Sta. 270+60

Estimate of Quantities and Costs:

Labor	$ 172.55
Equipment	68.50
Materials & Misc. costs	326.74
Total Cost	$ 567.79

Explanation: Work was started on 2-11-74 and completed on 2-14-74. Work was necessary to relocate recorder in order to avoid contractors operation. Standard Specifications for Highway Construction-1970.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$4,580,249.06
Present estimate of project cost, including $ 567.79 for work under this order	$4,580,249.06
Expected under-run over-run (amount)	$ -0-
Expected under-run over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: W C Ferguson
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved:
Construction Engineer

#1770

451
199-J

March 20, 1974

Mr. and Mrs. Walter Egg
Rt. 3, Box 157
Milton-Freewater, OR 97862

Dear Mr. and Mrs. Egg:

We are requesting our Regional Right of Way Supervisor Verne Allen to contact you immediately. We will prepare the necessary papers for the payment for the temporary move of your fence.

Thank you for contacting us and we will take care of the problem as quickly as possible.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:CR
R. L. Schroeder
Verne Allen

NOTED
R. L. SCHROEDER

3-20-74
Adele

APPROVED

ASSISTANT RIGHT OF WAY ENGINEER
STATE HIGHWAY DIVISION

RECEIVED
MAR 25 1974
Office of
Assistant State Highway Engineer

Oregon STATE Highway Division,
Highway Building,
Salem, ORegon
File- 46737
Oregon- Washington-Highway
State Line Section.
March-13-1974

WAlter& Anne Elizabeth Egg
Rte. 3 Box 157
Milton Freewater Oregon

Dear Sirs:

This is to advise you that we have moved our fence for easement on highway 11.

It was our understandingthat we were to receive $1120.00 for this work, one half when we moved the fence for the easement, and the other half when the fence was put back on the line.

As we hired this work done, please advise when we can expect the one half of the money for moving the fence. Thanking you for your trouble,

Yours Truly,

Walter & Anne Elizabeth Egg

By, Walter Egg

3/20/74 Discussed with Vern Allen he will be in contact with Mr & Mrs Egg and get a new voucher prepared for 1/2 payment.
J Boyd

RECEIVED
MAR 18 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 15 '74
REFER TO
Schroeder
FOR
Info | Prvs | H/D | D/R | Sign | Act | File

RIGHT OF WAY SECTION
RECEIVED
MAR 19 1974
RE ARE ARA FS CA RS
P..S AS CE OS TA FAO

NOTED
R. L. SCHROEDER

7970

3-20

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, 97310

March 20, 1974

FILE:

FROM: John R. Oakes
Assistant R/W Engineer

TO: G. L. Green
Division Engineer
Federal Highway Administration

SUBJECT: File 46760 - Snyder
Milton Freewater-Washington
State Line Section
Oregon-Washington Highway
Umatilla County
R/W Project No.: F-170(21)
Const. Project No.: F-170(21)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located near the Washington State Line on the East side of the highway. Access control was purchased in 1973.

The present owners have requested this indenture to fit a proposed sale of a portion of the property.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Enclosures

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
V. E. Skoog
W. H. Haskin
M. R. Mitchell

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
MAR 21 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7970

5

NOTED
H. S. COULTER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE March 18, 1974

TO H. S. Coulter
Assistant State Highway Engineer

FROM W. E. Schwartz
Regional Engineer

SUBJECT Traffic Complaint
Milton-Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County
Contract No. 7970

The complaint of Emmitt J. Hutsell to Governor McCall regarding traffic control on the above project prompted me to do some further investigating.

It had been my impression that signing and traffic control were generally very good. The contractor was using the proper signing sequence, using new signs, had proper flagmen, and they were properly attired and instructed.

From the Milton-Freewater Police Chief, I obtained the following information on accidents within the worksite as of March 12, 1974:

1. 2/21/74 Highway 11 and Crockett Road
   8:20 a.m. 2 cars, no injuries
2. 2/27/72 Highway 11 and N.E. 5th St.
   3:41 p.m. 2 cars, 2 injuries
3. 3/1/74 Highway 11 at underpass
   4:09 p.m. 2 cars, no injuries
4. 3/3/74 Highway 11 and Eastside Road
   12:50 a.m. 2 cars, no injuries
5. 3/7/74 Highway 11 and Crockett Road
   10:56 p.m. 2 cars, no injuries

RECEIVED
STATE HWY ENGR
MAR 19 '74
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

The Police Chief, the contractor, and our Resident Engineer have all witnessed some of these accidents and are in agreement that the drivers were not paying attention to their driving; they were "rubber-necking" at the construction activity. I do not believe that there is anything we could realistically do to prevent this type of accident.

I have, however, instructed Resident Engineer Bill Ferguson to put on additional flagmen if we continue to have accidents. The duty of the extra flagmen would be to move back with the traffic buildup as cars are stopped.

WES:sh

cc C. T. Keasey
Bill Ferguson

#2970

s

1859

OREGON STATE
HIGHWAY DIVISION

March 18, 1974

Mr. W. J. Stephenson
Engineer of Materials & Tests
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

Dear Mr. Stephenson:

Your letter of February 21 was received here March 4. Upon its receipt the contract forms were turned over to the Transportation Commission for signature. I was informed this morning that the contract has been signed and the Commission office will send copies to you for signature by your administration.

Thanks again for your help.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

7970

s

March 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-170(22)

FROM
Vince Gallagher for
C. T. Kasmey, Construction Engineer

SUBJECT Request Change Order Approval

Contract 7970, State Force Order No. 6

Project Milton-Freewater-Washington State Line

Highway Oregon-Washington

County Umatilla

This order covers the cost to relocate a State Traffic Recorder which was necessary due to a conflict with the contractor's operations.

The estimate cost of this work is $367.79 with Federal participation in the amount of $340.67. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer retroactive to February 11, 1974, the date work started.

Your approval as of February 11, 1974 is requested.

Attach.

BMW:dgk

5

7411

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem 97310

March 14, 1974

John R. Oakes

FROM: John R. Oakes
Assistant R/W Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: File 46760 - Snyder
Milton Freewater-Washington State Line Section
Oregon-Washington Highway
Umatilla County
R/W Project No.: F-170(21)
Constr. Project No.: F-170(21)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located near the Washington State Line on the East side of the highway. Access control was purchased in 1973.

The present owners have requested this indenture to fit a proposed sale of a portion of the property.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

3-18-74
original & attachments
to John Oakes

RECEIVED
MAR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1970

5

March 13, 1974

F.B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

173-1L

Mr. Emmitt J. Hutsell
1012 Lamb Street
Milton-Freewater, Oregon 97862

Dear Mr. Hutsell:

The State Highway Division will investigate and insist that proper safety precautions are taken on the construction project on Highway 11 between Milton-Freewater and the Washington State Line.

I share your concern for traffic safety; thank you for writing.

bc: George M., Baldwin

bbc: A. E. Johnson
N. S. Coulter
C. T. Kenney
W. E. Schwartz/att. - please do.

HSC:ia cm

3.7.74 Hu[illegible]ll to Highway

March 5, 1974
1012 Lamb St.
Milton Freewater
Ore. 97862

Dear Governor McCall:

I'm writing to you in regards to a Hi-Way construction project on Highway 11 in North Eastern Oregon, between Milton Freewater and the Washington Stateline.

I'm very much concerned about the people who travel this road during this period of construction. For example, I feel that the contractors are not taking proper safety precautions for the motoring public, as they do not have enough flagmen and they are not flagging properly. For example, when cars are stopped for the equipment, the flagmen haven't been moving back as the traffic backs up, I talked to a state Patrolman and he said it was going to get a lot worse.

I know many people who travel this road to and from work are much concerned about these and other safety hazards.

My Insurance agent suggested i write you about this matter. All the help you and your office could give would be greatly appreciated before someone gets hurt real bad or killed.

There have been several accidents already and many near accidents. Thank you very much.

Sincerely yours,

Emmitt J. Hutsell
Emmitt J. Hutsell

MAR 7 1974

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

RECEIVED
WY ENGR
MAR 8 '74
REFER TO
Coulter
FOR

Info			D/R	Sign	Act	File
		✓				

7970

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 8, 1974

FILE:

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

FROM: C. T. Keasey CT Keasey
Construction Engineer

TO: W. E. Schwartz
Regional Engineer
La GRANDE

SUBJECT: Proposed Elizabeth St. Detour
Milton-Freewater-Washington
State Line Section
Oregon-Washington Highway
Contract No. 7970

In response to your letter of February 14, 1974, concerning the substitution of a detour via Elizabeth Street in lieu of the planned stage construction through the undercrossing structures, each of the affected sections was contacted for review of the proposal and recommendations.

We have determined that the proposed detour plan can be modified so as to be acceptable. The four 90° corners are not as desirable as the planned stage construction, but traffic can be served adequately, provided that the 4 corners and the railroad grade crossing are illuminated. I believe the City has indicated that they would install and pay for any required illumination.

Other modifications to the plan include:

1. Increase proposed base and surfacing design to the typical sections shown on the attached sheet (2-28-74) to provide sufficient strength to carry the anticipated traffic for the 7 to 8 month period.

2. Construct driveways as required.

3. Traffic speed on detour to be controlled to 25 M.P.H.

4. In lieu of a revised E.I.S., personally contact each resident and/or land owner along the detour with a written statement of the proposal and a description of the impact, including traffic volume changes, increased noise, the effect on traffic safety, cost to the property owner (property assessment), and any other discernible impacts.

   It is recommended that these contacts be made by City personnel in company with a representative from the Region R/W office so that they can be documented thoroughly.

We have been unable to reconcile many of the figures in the "cost breakdown" supplied by the contractor, and no savings were indicated for the contractor in the structure work.

We have, however, made some estimates of the costs of constructing the Elizabeth St. detour and the cost of stage construction surfacing and signing. These are attached for your information in negotiating with the contractor, together with a copy of Walt Hart's comments on the structural items.

State participation in the Elizabeth St. detour must be limited to a maximum equal to the cost of the planned stage construction and the signing therefor, plus the estimated cost of engineering for the staging. Any overall savings to the contractor in this proposal must be at least partially reflected in a reduction in State participation.

I suggest that you contact the contractor and the City immediately with this counter proposal, first to see if they are still interested, and second, to negotiate a package proposal. If they should choose to go ahead, modifications must be made in agreements with the City, County and the Railroad.

Please keep us advised of the status of this proposal.

CTK:fr

Att.

cc: H. S. Coulter

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Milton Freewater - Washington State Line Unit Elizabeth Street Detour
Highway Oregon - Washington County ______ Prefix 30-102.6-100.
Length ______ Designer Iwen Draftsman ______ Date 2-28-71
Signed ______ Title ______

Grading & Drainage } Surfacing		$ 165,315^{00}
		$
Extra Work		
Relay Track & Ballast	$ 2,786^{00}	
Signing	7,790^{69}	
Total Extra Work		$ 10,576^{69}
TOTAL		$ 175,891^{69}
+ ~~20%~~ 13.5% Engineering and Contingencies		$ 23 745^{38}
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 199,637^{06}

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Milton Freewater-Wash. State Line Unit Elizabeth Street Detour
Highway Oregon-Washington County ________ Prefix ________
Length ______ Designer Iwen Draftsman ________ Date 2-27-73

Grading and Surfacing Items

*Contractors Figure

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clear & Grub.	All	1—	–	—	* 4,315.00	4315-
Ditch Exc.	Cu Yd	408	42	450	3^{00}	1350-
General Exc	Cu Yd	3974	396	4370	1^{60}	6,992-
Aggregate Base	Ton	5200	520	5720	2^{90}	16,588-
Cl. B Asph. Conc.	Ton	9481	479	9960	9^{55}	95,118-
Asph in Tack Coat	Ton	4	—	4	120^{00}	480-
8" Irrig. Pipe	Lin. Ft.	228	22	250	3^{30}	825-
12" Sew Pipe	"	959	91	1050	6^{20}	6510-
15" Culv Pipe	"	14	1	15	6^{00}	90-
18" Irrig. Pipe	"	756	74	830	9^{00}	7470-
7'-3" x 5'-3" Str. Pl. Arch Ty. Pipe	"	66	6	72	85^{00}	6120-
Concrete Inlets	each	8	1	9	400-	3600-
Concrete Irrig Boxes	each	6	1	7	400-	2800-
Concrete Driveways	Sq Yd	431	43	475	8^{20}	3895-
Concrete Curbs	Cu Yd	118	12	130	50-	6500-
Concrete Bicycle Ramps	each	16	1	17	50-	850-
Conc. in Headwalls	Cu. Yd.	10	1	11	110-	1210-
Reinforcement	lbs.	1010	100	1108.8	0^{34}	377-
Salvage & Reinstall Guard Rail	Lin Ft.	37.5	–	37.5	6^{00}	225
		$158,109.75				

Total

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Milton-Freewater-Washington State Line Unit Elizabeth St. Detour
Highway Oregon-Washington County ______ Prefix ______
Length ______ Designer ______ Draftsman ______ Date 2-28-73

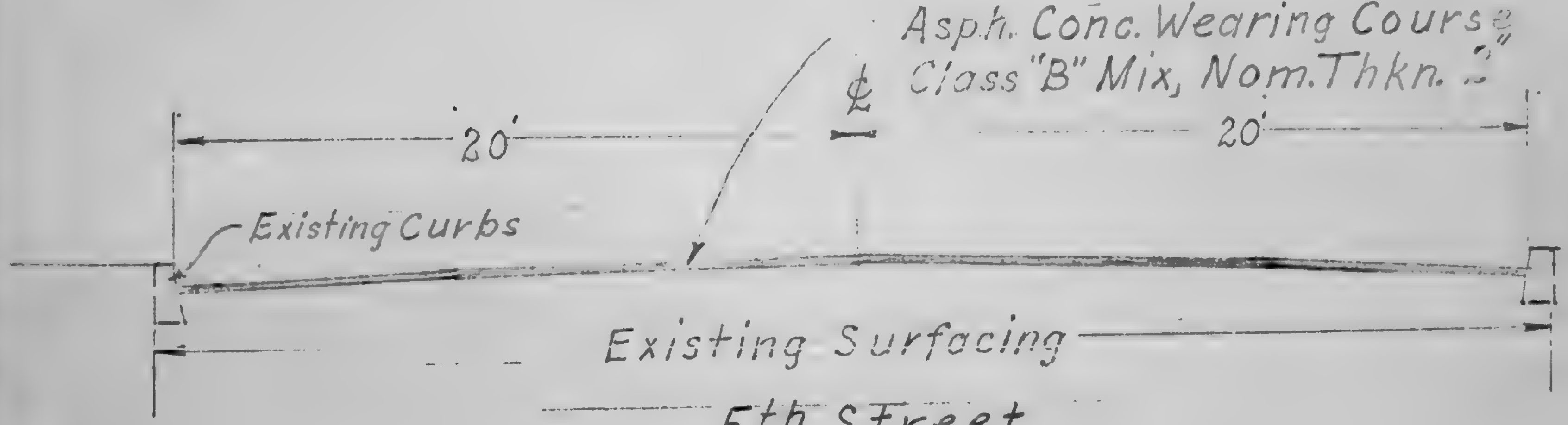
Grading and Surfacing Items

Savings

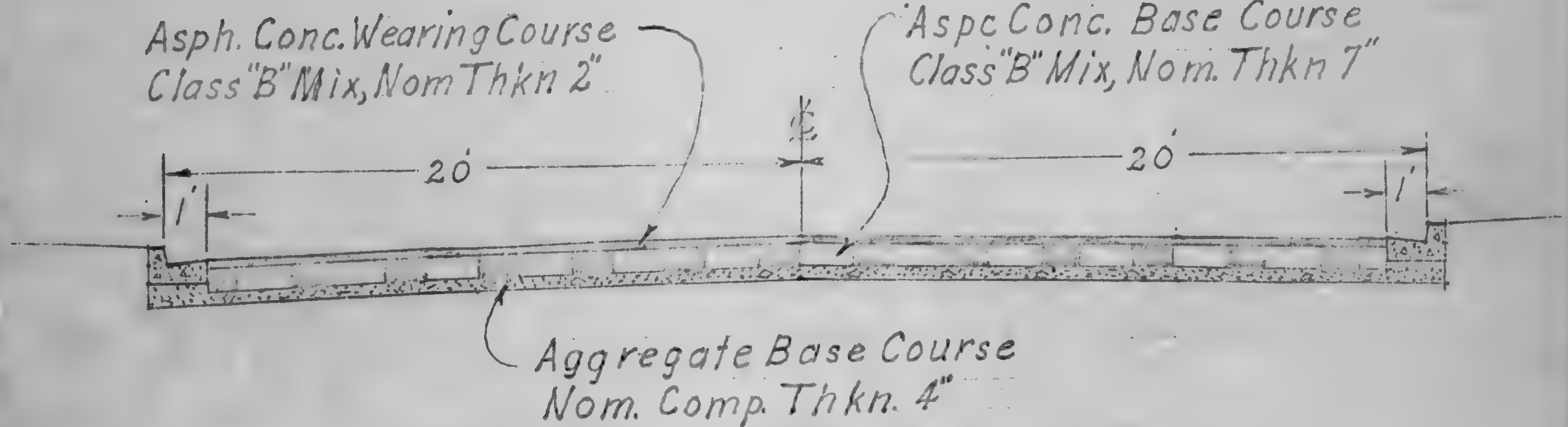
Item	Unit	Net	10% Allow	Gross	Price	Amount
Stage Const. on Plans						
Aggregate Base	Tons	6,002	608	6610	2.90	19,169 00
Cl. "C" Asph Conc	"	1,382	68	1450	6.40	9,280 00
Asphalt in Mixture	"	90	5	95	50.00	4,750 00

Total

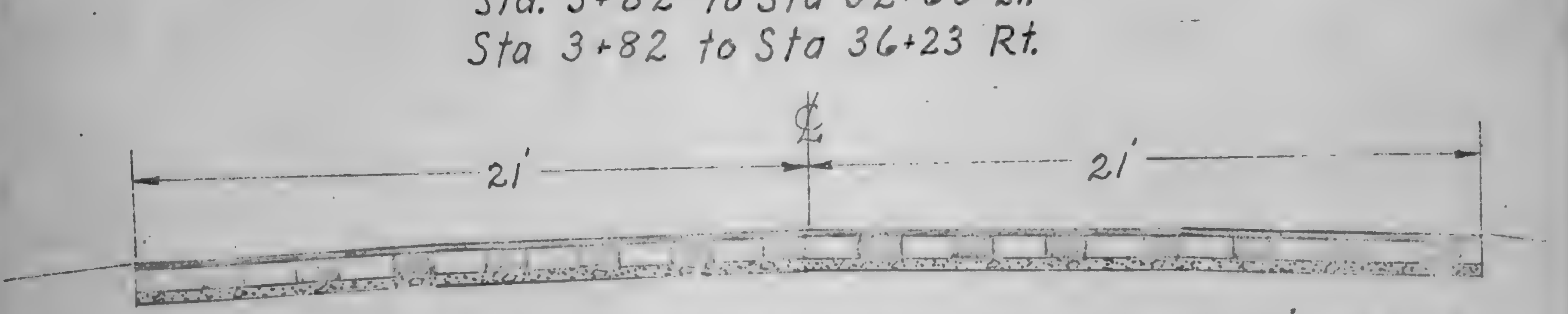
Milton Freewater-Washington State Line Elizabeth St. Detour
Iwcn 2-28 74


Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. 2"
℄
20'
20'
Existing Curbs
Existing Surfacing

5th Street


Asph. Conc. Wearing Course
Class "B" Mix, Nom Thkn 2"
Aspc Conc. Base Course
Class "B" Mix, Nom. Thkn 7"
℄
20'
20'
1'
1'
Aggregate Base Course
Nom. Comp. Thkn. 4"

Elizabeth Street
Sta. 3+82 to Sta 32+65 Lt.
Sta 3+82 to Sta 36+23 Rt.



For Surfacing Details Not Shown See Section Above

Slaughter House Road
Sta 32+65 to Sta 45+30 Lt.
Sta 36+23 to Sta 45+30 Rt.

Proposed Detour 99+00 to 136+00

Amber Flashers		2 @ $400.00	800.00
Type "O" signs		336.0 @ 7.60	2,553.6
48 x 48	4 x 4 = 16 x 2 =	32 sq ft.	
48 x 36	4 x 3 = 12 x 11 =	132 sq ft.	
5.5 x 5.0	=	27.5	
6.5 x 4.0	=	26.0	
7.5 x 5.0	=	37.5	
6.5 x 4.0	=	26.0	
6.0 x 4.0	=	24.0	
6.5 x 4.0	=	26.0	
2.5 x 1	=	2.5	
2.5 x 1	=	2.5	
Type "D" signs		40.0 @ 7.60	304.00
48 x 60	4 x 5 x 2 =	40	
Type "E" signs		31.25 @ 7.60	237.50
30 x 30	2.5 x 2.5 x 5 =	31.25	
Type "C"		27.38 @ 7.60	208.09
30 x 36	2.5 x 3 x 2 =	15	
24 x 24	2 x 2 x 2 =	8	
21 x 15	1.75 x 1.25 x 2 =	4.38	
Continuous Temporary Barrier		525' @ 4.50	2,362.50
		Total	6,465.69
4" pavement tape (Detour striping)		5300' @ 0.25 =	1,325.00
		Cost	7,790.[illegible]

sheet   Stage Construction 100+00± to 136+00±

Type "D" signs
Road Const. Ahead
36 x 36 // 3x3x2 = 18
48 x 48
Abrupt Edge
48x48 // 4x4x2 = 32
Right
42 x 18 // 3.5x1.5x2 = 10.5
↰
48 x 48 / 4x4x1 = 16
↱
48 x 48 / 4x4x1 = 16
Detour Ahead
48 x 48 // 4x4x2 = 32
Misc. Detour signs
4.0 x 2.5 = 10.0
4.0 x 4.5 = 18.0
4.0 x 3.0 = 12.0
4.0 x 4.5 = 18.0
4.0 x 3.0 = 12.0
4.0 x 3.0 = 12.0
4.0 x 3.0 = 12.0
4.0 x 3.0 = 12.0
3.0 x 3.0 = 9.0
3.0 x 3.0 = 9.0
3.0 x 3.0 = 9.0
4.0 x 3.0 = 12.0
4 x 3.0 x 4.0 = 48.0
Road Closed
48 x 30 / 4x2.5x1 = 10.0

Detour →
48 x 36 /// 4x3x3 = 36

Detour ←
48 x 36 /// 4x3x3 = 36

↑
14'6
↓
48x48 // 4x4x2 = 32
Low clearance
24x18 // 2x1.5x2 = 6

26" Traffic cones 45
Temporary Barricade 35
Temporary Cont. Rail Barrier 2,800'

	26" Traffic Cones	45 @ 5.00 =	225.00
	Temp. Signs = 437.5 sq. Ft.	@ 7.60 =	3,325.00
	Temporary Barricade	35 @ 65.00 =	2,275.00
	Temp. Cont. Rail Barrier	2,800 @ 4.50 =	12,200.00
(Est.)	Photo-eletric Cell units	2 @ 1,500.00 =	3,000.00
(Est.)	wood poles	2 @ 350.00 =	700.00
(Est.)	12" Red flashers	2 @ 500.00 =	1,000.00
	Total from sheet I		22,725.00
	Total from sheet II		8,874.90
	Total		$ 31,599.90

Anticapated items (pavement tape) 9,000

Savings 40,600

Sheet [illegible]

110+00± to 115+00±

3th [illegible] closure

Amber Flashers	1111	@ 400^{00}	1600^{00}
Road Const. Ahead.			
48x48	1111	4x4x4 = 64 @ 7^{60}	486^{40}
Slow			
48x48	1111	4x4x4 = 64 @ 7^{60}	486^{40}
Detour Ahead			
48x48	1111	4x4x4 = 64 @ 7^{60}	486^{40}
↓			
48x48	11	4x4x2 = 32 @ 7^{60}	243^{20}
↗			
48x48	11	4x4x2 = 32 @ 7^{60}	243^{20}
DETOUR →			
48x36	1111	4x3x4 = 48 @ 7^{60}	364^{80}
DETOUR ←			
48x36	111	4x3x3 = 36 @ 7^{60}	273^{60}
STOP			
30x30	1	2.5x2.5x1 = 6.25 @ 7^{60}	47^{50}
Misc.. Detour signs			
3.5x3.0 –		10.5 @ 7^{60}	79^{80}
3.5x3.0 –		10.5 @ 7^{60}	
Conc. Rail Barrier			
175+150+150+175+25+25 =		700' @ 4^{50}	$3,150^{00}$
↰			
48x48	1	4x4x1 = 16 @ 7^{60}	$121.^{60}$
↱			
48x48	1	4x4x1 = 16 @ 7^{60}	121^{60}
MPH			
24x24	11	2x2x2 = 8 @ 7^{60}	60^{80}
Rd. Closed to thru Traffic			
60x30	1111	5x2.5x4 = 50 @ 7^{60}	380^{00}
Detour ←			
48x36	1111	4x3x4 = 48 @ 7^{60}	364^{80}
Detour →			
48x36	1111	4x3x4 = 48 @ 7^{60}	364^{80}
		Total	8,874.90

7970

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 7, 1974

WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. C. T. Keasey
Construction Engineer

SUBJECT:
Milton Freewater-Washington State Line
Oregon-Washington Highway
Umatilla County, Contract 7970
Proposed Detour Plan

We have reviewed the contractor's proposal regarding the Elizabeth St. detour plan. The plan has merit from a structural standpoint. We would support it contingent upon the broader issues raised by the Region being resolved.

It appears that the savings to the State on the structural items should be closer to $60,000 than the $49,481 shown in the contractor's analysis. The shoofly construction simplifies the work under Bid Items 79 and 83, Structural Excavation and Metal Reinforcement. We don't believe that this effect has been properly acknowledge in the contractor's proposal.

We have been unable to properly evaluate a cost difference between the railroad temporary trestle shown on the contract plans and the temporary shoofly trestle proposed by the contractor. No plan of the proposed shoofly trestle was submitted.

Based on conversations with the field regarding the proposed length of trestle, it appears that the $9,840 saving to the State may be on the low side. The contractor's proposal does not clearly define responsibility for some of the track revisions required due to the shoofly construction.

We believe that temporary illumination should be installed in the area of the right angle turns and possibly at the railroad grade crossing. The estimated cost for this temporary illumination, based on a 1.0 footcandle level and a 8:1 uniformity ratio is $17,000.

WJH:dh

cc W. E. Schwartz
H. S. Coulter

MAR 7 1974

7970

5

OREGON STATE
HIGHWAY DIVISION

March 7, 1974

S. D. Spencer and Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Re: Milton-Freewater-
Washington State Line
F.A. Project No. F-170(22)
Contract No. 7970
On-The-Job Training

Attention: Otis Jordan
Project EEO Officer

Gentlemen:

This is to inform you of the approval by the Federal Highway Administration of the training you propose to furnish the equipment operator. This is in lieu of the previously approved engineering trainee.

The State will participate in your training costs as specified in the contract.

You are reminded that an approved copy of the training program should be furnished to the trainee.

Very truly yours,

C. T. Keasey
Construction Engineer

By

J. L. Widmer
Assistant EEO Officer

NOTED
H.S. COULTER

JLW:lb

cc: S. D. Spencer and Son, PO Box 21, Milton-Freewater, OR
bc: H. S. Coulter ✓
Gene Huntley
W. C. Ferguson w/attach.
W. E. Schwartz

MAR

E-123

7-9-76 5

[illegible]ION PACIFIC RAILROA[illegible]OMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

MARCH 5, 1974

File Ref.
D 9043 - 32 - 3/Spcl.

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to our agreement with you covering reconstruction of undercrossing at our Milepost 36.69 on the Pendleton Branch at Milton-Freewater.

Under terms of the agreement you are obligated to drive certain bents with our forces. We were prepared to begin work on this project February 25th but because of the alternate proposal submitted by your Contractor, S. D. Spencer & Sons we were requested to delay the work until consideration of the alternate proposal had been completed.

The Gang scheduled to do this work was assigned to other scheduled work. This work must be completed before they can be reassigned to the Milton project. In order to expedite the rescheduling of this Gang, will you please advise as soon as possible when a decision has been reached.

Yours very truly,

L. A. Kirkeby
L. A. Kirkeby,
Superintendent

xc: H. S. Coulter
C. T. Feasey
W. E. Schwartz
W. C. Ferguson

NOTED
H.S. COULTER

MAR 7 1974
Office of
State Highway Engineer

NOTED
J. E. CHIDSEY

RECEIVED
MAR 06 1974
UTILITY UNIT

7970

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 1, 1974

In reply refer to:

SUBJECT: Oregon Project F-170(22)
Milton-Freewater - Washington State Line Section
Contract No. 7970
On-the-Job Training

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your February 26, 1974 request to delete the previously approved engineering trainee on this project and replace with an additional equipment operator is acceptable.

G L Green

G. L. Green

NOTED
H.S. COULTER

RECEIVED
MAR 5 1974
Office of
Assistant State Highway Engineer

3-5-74
Dave [illegible]

RECEIVED
STATE HWY ENGR
MAR 4 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
A. E. JOHNSON

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

#7970

February 28, 1974

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Building
Salem, OR 97310

RE: PUX 893
SXF 653

Dear Fred

Enclosed is a copy of Order No. 74-124 issued by the Public Utility Commissioner on February 25, 1974, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:CLH
Enclosure
cc w/ enc.: C. R. Burghart (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
W. E. Schwartz (2)
L. E. George (2)
James E. Chidsey
H. W. Oswald
R. P. Hamilton
H. S. Cox

RECEIVED
STATE HWY ENGR
FEB 28'74
REFER TO
Coulter
FOR
Info / oves / R/D / D/R / Sign / Act / File

MAR 1 1974
Office of
Assistant State Highway Engineer
K

NOTED
H.S. COULTER

Order No. 74-124

Crossing No. 9A-13.35

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 653

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing number 9A-13.35; SW 2nd Street at S. Main Street, Oregon-Washington Highway and the tracks of Walla Walla Valley Railroad Company, in Milton-Freewater, Umatilla County, Oregon, by installing signal devices.)	ORDER

On September 14, 1973, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority to alter an existing railroad-highway grade crossing (the S. W. 2nd Avenue at Main Street crossing) with the tracks of the Walla Walla Valley Railway Company in Milton-Freewater, Umatilla County, Oregon.

Applicant proposes to alter said crossing by installing traffic signals and part-time turn restriction signs at the intersection of S. W. 2nd Avenue and S. Main Street, said signalization and signing to be interconnected with the track of the Walla Walla Valley Railway, which lies in the traveled way of and runs parallel to S. Main Street at this intersection. The location and operation of the proposed traffic signals are set forth in Drawing 2697 and a written attachment thereto (entitled "661.48 Railroad Interconnect:"), both prepared by applicant's Traffic Engineering Section and submitted with the application in this matter. It is proposed that both motor vehicle and train traffic through the crossing area at this intersection will be governed by the aspects and messages displayed by the traffic signals and part-time turn restriction signs to be installed.

By letter dated September 26, 1973, applicant filed an amendment to its application in this matter. Copies of the application and the amendment thereto were duly served upon Walla Walla Valley Railway Company, Burlington Northern, Inc., the City of Milton-Freewater and the Board of County Commissioners of Umatilla County. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall furnish, install and maintain the traffic signals and controllers at the crossing, to be located as shown in Drawing 2697 attached to the application, and to operate in the manner described on the written sheet entitled "661.48 Railroad Interconnect:", attached to said drawing, and bear all the cost thereof.

(3) Railroad shall:

  (a) Furnish, install and maintain the track circuits necessary to interconnect the traffic signalization ordered herein with train movements on the railroad at the crossing and bear all the cost thereof;

  (b) In the operation of its trains through the crossing area, be governed by the appropriate signal aspects displayed on the traffic signalization ordered herein; and

Order No. 74-124

(c) Notify the Commissioner upon completion of the signalization project.

Made, entered and effective February 25, 1974.

PUBLIC UTILITY COMMISSIONER OF OREGON

Richard W. Sabin

Richard W. Sabin
Public Utility Commissioner

5

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

February 27, 1974

Mr. W. J. Stephenson
Engineer of Materials & Tests
Utah State Department of Highways
757 West 2nd South
Salt Lake City, Utah 84104

Dear Mr. Stephenson:

On January 29, 1974 I sent you a proposed agreement relating to inspection by USDH of structural steel fabrication for the Adams-Old Oregon Trail and Milton-Freewater - Washington State Line projects.

I had not seen the agreement come back through this office and am wondering if it might have been returned directly to our Legal Section.

If we are to purchase insurance to cover your people I assume that we will need a signed agreement to proceed. If the agreement hasn't been returned to us, perhaps you can determine its status.

Thanks again for your help.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAR 1 1974
Office of
Assistant State Highway Engineer

K

7970

1859

OREGON STATE
HIGHWAY DIVISION

February 26, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Milton-Freewater-Washington
State Line
F.A. Project No. F-170(22)
Contract No. 7970
On-The-Job Training

Dear Mr. Green:

Attached for your review is one copy of S. D. Spencer and Son's proposed craft change. It is their request that the engineering trainee be deleted and replaced with one additional equipment operator.

The attached training program is as detailed.

Your approval of the above-mentioned training program is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: H. S. Coulter✓
Gene Huntley

FEB 26 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7970

5

OREGON STATE
HIGHWAY DIVISION

S. D. Spencer and Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

February 26, 1974

Re: Milton-Freewater-Washington
State Line
F.A. Project No. F-170(22)
Contract No. 7970
Compliance Review

Attention: Otis P. Jordan
Project EEO Officer

Gentlemen:

This is to inform you of the results of the compliance review held in your office in Milton-Freewater on February 14, 1974. Our findings indicate that your Company has been found to be in compliance with the contract EEO requirements.

Your continuing efforts taken to assure equal employment opportunity and provide training to minorities are commendable.

Very truly yours,

C. T. Keasey
Construction Engineer

By

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: S. D. Spencer and Son
P. O. Box 467
Milton-Freewater, OR 97862

bc: H. S. Coulter ✓ w/attach.
Gene Huntley "
W. E. Schwartz
W. C. Ferguson
Glen L. Green w/3 copies of review

RECEIVED
FEB 26 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE
OREGON

4. REVIEW REPORT NUMBER

2. ☒ CONSTRUCTION ☐ NON-CONSTRUCTION

3. ☐ DIRECT FEDERAL ☒ FEDERALLY ASSISTED

5. REVIEW AUTHORITY
☒ EXECUTIVE ORDER 11246 AS AMENDED ☐ SEC. 22(A) FED. HWY. ACT. 1968 ☒ CIVIL RIGHTS ACT 1964 AS AMENDED ☐ OTHER *(Specify)*

6. ☐ *PRE-AWARD REVIEW *(*Not applicable to Federal-Aid Highway Projects)* ☒ POST-AWARD REVIEW ☐ FOLLOW-UP REVIEW

7. ☒ ON-SITE ☐ HOME OFFICE

8. CONTRACT OR PROJECT NO.
F-170(22)

9. CONTRACT VALUE
3,846,802.50

10. ☒ COMPREHENSIVE REVIEW

11. ☐ SPECIAL REVIEW

12. DATES OF REVIEW
2/14/74

13. CONTRACTOR IDENTIFICATION *(Identify if Minority Enterprise)*
☒ PRIME ☐ SUB ☐ VENDOR ☐ SUPPLIER ☐ OTHER *(Specify)*

14a. NAME AND ADDRESS OF CONTRACTOR
S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

15. NAME AND TITLE OF POLICY OFFICER

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Richard Spencer

14b. PROJECT ADDRESS IF DIFFERENT
Milton-Freewater

16. NAME AND TITLE OF PROJECT OFFICER
Otis P. Jordan

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H ☒ YES ☐ NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE
BEGINNING DATE 12-19-73
ESTIMATED COMPLETION DATE August 1975
ANTICIPATED PEAK EMPLOYMENT DATES August 1974

20. DETERMINATION OF COMPLIANCE STATUS:
☒ IN-COMPLIANCE ☐ IN-NON-COMPLIANCE ☐ SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*

SEE ATTACHED LIST

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

UNION TITLE OR IDENTIFICATION A	UNION LOCAL NUMBER B	DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS C		DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS? D		DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS? E	
		YES	NO	YES	NO	YES	NO
Operating Engineers	701	x		x		x	
Teamsters	670	x		x		x	
Laborers	682	x			x	x	
Carpenters	1214	x		x		x	

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
Umatilla Indian Reservation Attn: Mrs. Thompson 276-3811	Pendleton, Oregon
Mr. Hariah, 1614 Walnut (Minority Resident of Milton-Freewater)	Milton-Freewater, OR

24. ON-SITE CONSTRUCTION EMPLOYMENT

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPREN-TICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)	1															
2	SUPERVISORS	1															
3	FOREMEN	3															
4	CLERICAL	1	1														
5	EQUIPMENT OPERATORS	3															
6	MECHANICS	1															
7	TRUCK DRIVERS																
8	IRONWORKERS																
9	CARPENTERS	5		1						1				1			
10	CEMENT MASONS																
11	ELECTRICIANS																
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	8		2		1				1						3	
15	LABORERS, UNSKILLED																
16																	
17																	
18																	
19																	
20																	
21	TOTAL																
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)	24															

TABLE B

23	APPRENTICES	1												▨	▨	▨	▨
24	ON THE JOB TRAINEES	3		2		1				1				▨	▨	▨	▨

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

3 Equipment Operators (Nonminority) - 1 Operator Mechanic (Nonminority)
5 Carpenters (1 American Indian, 4 Nonminority)
8 Laborers (1 Negro, 1 American Indian, 6 Nonminority)

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA For the week ending January 25, 1974, the prime contractor had a total work force of 24. Three or 12.5% of the work force were minorities. No subcontractors were active during this period. There are 3.6% minorities in the work force in this area. Four of the 11 on-the-job trainees to be furnished in accordance with 7 2(2) training requirements have been employed. The contractor has employed three laborer trainees (one Negro, one American Indian, one Nonminority) and one Caprenter Apprentice.

Two Laborers and one Caprenter Apprentice were interviewed. Mr. Roosevelt Owens, a Negro Laborer trainee, indicated that he had worked for another contractor for about two weeks. He has been notified of the company EEO policy and has received a copy of his training program. He felt that his training was adequate and had no complaints.

CONTINUED - See Attached Sheet

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued).* *IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS											
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL											
6												
7												
8												
9	Sub-total (White-collar)											
10	CRAFTSMEN *(Skilled)*											
11	OPERATIVES *(Semi-skilled)*											
12	LABORERS *(Unskilled)*											
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)											
17	**TOTAL**											
18	Total employment from previous report (if any)											
THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)												
19	ON-THE-JOB TRAINEES WHITE COLLAR											
20	ON-THE-JOB TRAINEES PRODUCTION											

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

FORM FHWA-86
(REV. 2-70)

EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

30. SUMMARY, FINDINGS, CONCLUSIONS, RECOMMEDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICUOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

The Contractor has made good faith efforts to obtain minority employees on this project. Their EEO policy has been effectively disseminated. The records indicate the contractor's notification and monitoring of material suppliers and subcontractor to assure affirmative action has continued.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

The Contractor is considered to be in compliance with the EEO requirements of this contract. Continued surveillance of minority manpower utilization will continue as the work on this project progresses.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	

34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE

FORM FHWA-86
(REV. 2-70)

EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

☆ GPO : 1970 OF—377-382

OSHD J. L. Widmer

J. L. Widmer
Assistant EEO Officer

Compliance Review
Milton-Freewater
Contract No. 7970

No. 26 Continued

Mr. Lewis Carter, an American Indian Laborer trainee, stated that he was a graduate of the Laborer Union training school at Camp Adair. He was dispatched through the Union after the contractor had called the Umatilla Indian Agency seeking minority workers. He was satisfied with his training. He has been notified of the Company EEO policy and has received a copy of his training program.

Mr. Roger McPherson, a Caucasian Carpenter Apprentice, was satisfied with his training. He is a 1st quarter apprentice and was dispatched by the Union. He has been notified of the Company EEO policy.

SUBCONTRACTORS

Mercer Industries, Inc.
2636 N. W. 26th
Portland, Oregon

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington

Blue Mountain Nursery
Route 3 Box 122 D
Milton-Freewater, Oregon

Concrete West, Inc.
1208 S. 3rd
Walla Walla, Washington

W & J Construction, Inc.
P. O. Box 3
Milton-Freewater, Oregon

Western Steel Company
1887 So. 700 West
Salt Lake City, Utah

Stillwell Construction Company
P. O. Box 186
Bellevue, Washington

Kenneth Warnock
Route 1 Box 201 F
Milton-Freewater, Oregon

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon

SUB-SUBCONTRACTORS

Service Steel

Klamath Falls, Oregon

SUPPLIERS

Chevron Asphalt
P. O. Box 4424
Portland, Oregon

Concrete Products of Spokane
P. O. Box 5178
Spokane, Washington

Kaiser Aluminum
2000 E. Columbia Way
Vancouver, Washington

North Pacific Lumber
P. O. Box 3915
Portland, Oregon

Standard Oil of California
P. O. Box 950
Portland, Oregon

Readymix Sand & Gravel, Inc.
P. O. Box 258
Milton-Freewater, Oregon

Skyline Industries
P. O. Box 37390
Oakland, California

Mercer Industries, Inc.
2636 N. W. 26th
Portland, Oregon

Western Steel Company
1887 So. 700 West
Salt Lake City, Utah

CLEM H. CHURCH
CHAIRMAN
RONALD A. FERNLEY
SECRETARY

COMMISSION MEMBERS
CLEM H. CHURCH
R. LAVAUN COX
ROSS H. PLANT
WAYNE S. WINTERS
SAMUEL J. TAYLOR

STATE ROAD COMMISSION OF UTAH
612-D STATE OFFICE BUILDING
SALT LAKE CITY, UTAH 84114

May 13, 1974

MISC. CONTRACTS and
AGREEMENTS No. 4963

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Attached for your information and permanent file is one conformed copy of an agreement covering fabrication inspection for the Adams Avenue-Old Oregon Trail (La Grande) Section Project and the Milton-Freewater-Washington State Line Section Project.

Very truly yours,

Ronald A. Fernley

Ronald A. Fernley
Commission Secretary

Utah has returned a xerox copy of agreement

Attachment

5/16/74
Copy sent to
John Jenkins

NOTED
C. W. HEAD

RECEIVED
MAY 16 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

AIR MAIL March 18, 1974

Utah State Department of Highways
Materials and Tests Division
757 West 2nd South
Salt Lake City, Utah 84104

Attention: W. J. Stephenson
Engineer of Materials and Tests

MISC. CONTRACTS and
AGREEMENTS No. 4963

Gentlemen:

Attached for your approval are two copies of an agreement covering fabrication inspection for the Adams Avenue-Old Oregon Trail (La Grande) Section Project and the Milton-Freewater-Washington State Line Section Project.

If you approve this agreement, please sign and return one copy. You may keep the other copy for your files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc cc John Jenkins

5/3 checked with Isabel & Jenkins. Jenkins will call Utah.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 4, 1974

TO Mr. H. S. Coulter
Asst. State Highway Engineer

John C Jenkins

FROM John C. Jenkins
Engineer of Materials

SUBJECT Adams Ave.-Old Oregon
Trail Section, Cont. 7961

Milton-Freewater - Washington
State Line Section, Cont. 7970

The attached letter from Mr. W. J. Stephenson, dated February 21, states that the proposed form of agreement for structural steel inspection, prices for the work, etc. is satisfactory to the State of Utah.

Will you please request that the agreement forms be signed by the Oregon principals so that I may send them to Utah for their signatures? Will you also request that the required insurance be obtained?

JCJ:gs

RECEIVED
MAR 5 1974
Office of
Assistant State Highway Engineer

7976 Motorist Signing Proj. on the 1973
Pac. Hwy. @ various locations
(Intermittent signing)

7976

November 20, 1975

Mr. Stanley D. Heisler
Heisler & Van Valkenburgh
Attorneys at Law
214 East Fifth Street
The Dalles, OR 97058

Dear Mr. Heisler:

In reply to your November 14 letter, final payment on our Contract 7952 was mailed May 16, 1975 and on Contract 7976, final payment was mailed April 10, 1975.

361-H

If we can be of further help, please contact us.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey "
L. W. Rulien
R. D. Church "

RDC/VB:ljt ja

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER

TELEPHONE: (503) 296-4654

November 14, 1975

NOV 17 '75
REFER TO
[illegible]
FOR

Office of the Administrator
    and State Highway Engineer
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon   97310

Gentlemen:

Please be advised that we represent Interstate Paving Company which was assigned a portion of the proceeds of Oregon State Highway Department Job No. 79-76 (on which C & B Olson Construction Company is the prime contractor) and Oregon State Highway Job No. 79-52 (on which C & B Olson Construction Company is a subcontractor).

Interstate Paving Company has, as of the date of this letter, received no funds from C & B Olson Construction Company. Would you please advise me of the status of the two aforementioned contracts. Specifically, have these contracts been paid in full and, if so, when was payment made? In the event they have not yet been paid in full, when is payment expected?

Very truly yours,

S D Heisler
Stanley D. Heisler

SDH:bw
cc: Mr. Howard Stinson
    Mr. Alan Bell

[illegible] 11/18/75
R

NOV 17 1975

STATE COPY

CC: OSHD (H S Coulter)
Wash DC (HHO-32)

10-30-75

U.S. ARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY *See below	DIVISION Oregon
DATE OF REPORT 10-20-75	REPORT MADE BY S. O. Deocampo, Engr Trainee		PROJECT NO. **See below
COMPLETION DATE 12-6-74	ACCEPTANCE DATE BY CONTRACT AGENCY 3-11-75	TIME ELAPSED 100 %	CONTRACT TIME 180 CD
APPROVED EXTENSIONS 162 days	LOCATION On I-5 in Jackson, Josephine, Douglas, Lane, Linn, and Marion counties.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
OCT 28 1975
Washington

*Jackson, Josephine, Douglas, Lane, Linn, Marion

**I-5-1(84)14
I-5-2(76)59
I-5-3(94)121
I-5-4(77)193
I-5-5(63)250

MOTORIST SERVICE SIGNING PROJECT
(LOGO)
PACIFIC HIGHWAY I-5

This project consisted of installing footings, posts, and information panels for public service information on the crossroad at or near the interchange. The locations are:

Interchange	Interchange Milepost
Belt Line Road	195
Coburg	199
Diamond Hill	209
Halsey-Sweet Home	216
South Santiam	233
North Albany	234
Hoefer Road	240

*** See page 2 also

RECEIVED
OCT 29 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

10-29-75

*NOTE: Not applicable for direct federal projects.

- more -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-20-75	TITLE District Engineer	DATE OCT 28 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

***Interchange	Interchange Milepost
Green Springs	14
North Ashland	19
Barnett Road	27
Crater Lake	30
Central Point	32
Kane Creek	40
N. Grants Pass	58
Sunny Valley	71
Canyonville	98
N. Canyonville	99
Yoakum Road	101
Harvard Avenue	124
Garden Valley Road	125
Sutherlin	136
Rice Hill	148
Curtin	183
Cottage Grove	174
Creswell	182
North Santiam	253
Woodburn	271

The project was contracted for 180 calendar days. The contractor used 342 days to complete the project. Extensions of 140 and 22 days have been granted and no liquidated damages will be assessed. The project was completed December 6, 1974.

Total cost of the project was approximately $164,500 including contingencies and engineering. Although there was a 3 percent overrun in the contract bid items, this is not considered significant. A statement of underruns and overruns is attached to the Division Office copy of this report.

Oregon State

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*	16 – 18	2 – 4 19 – 22	5 – 8 23 – 24	25 – 27	9 – 12 28 – 30	13 – 15 31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY 6 Counties	FEDERAL PROJECT NO. I-5-1(84)14, 2(76)59, 3(94)21, 4(77)193, 6(63)250	URBAN ( ) RURAL XX

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		Y002		DATE STARTED 5/10/74
	20	FINAL CONSTRUCTION COST	DOL.	147, 143		DATE COMPLETED 12/6/74
	21	LENGTH OF PROJECT	MILES	271		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 2142	GROSS EARNINGS 21,935

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	103,104	
	9	PETROLEUM PRODUCTS	GAL.	8,750	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	5,600	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	101	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	149,508	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G	48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc, Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in[illegible]ection with Items 17, 18, 19, 23 and 24 should not [illegible]ported unless difficulties are encountered in segregating such quantities from total quanti[illegible]

7976

October 9, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
Nos. I-5-1(84)14
I-5-2(76)59
I-5-3(94)121
I-5-4(77)193
I-5-5(63)250

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7976, Work Completed December 6, 1974

Project Motorist Service Signing Project

Highway Pacific

Counties Jackson, Josephine, Douglas, Lane, Linn, Marion

Acceptance: Transportation Commission March 11, 1975

Federal Highway Administration January 8, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:md

cc: Dick Hacek
R. D. Church

7976 R

June 13, 1975

U. S. Fidelity & Guaranty Company
520 SW 6th Avenue
Portland, OR 97204

Gentlemen:

A post-final payment for $2,200 will be made to C & B Olsen Construction Company on Contract No. 7976 for work on a motorist service signing project on the Pacific Highway in six counties as soon as the warrant is prepared.

The total amount paid on this contract will be $148,642.53 including the post-final payment. Of the total $2,171.53 is for force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

cc C & B Olsen Construction Company
5825 NW 242nd Avenue
Hillsboro, OR 97123

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. O. Fredrickson
A. Shirley

fkn/hb

7976

R

May 28, 1975

C & B Olson Construction
5825 N.W. 242nd Avenue
Hillsboro, OR 97123

Gentlemen:

We have reviewed your request for a second extension of time on Contract No. 7976 for work on the Motorist Service Signing project on I-5 (Pacific Highway) from Jackson through Marion Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 22 days is granted because of a late order and shortage of materials. This will delete all liquidated damages.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
Warren Richards

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7976 Contractor C. & B. Olson Construction Co.

Highway Pacific (Interstate - 5)

Section Motorist Service Signing Project

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

Recommend 22 day extension of contract time because of late order, (E.W.O. No. 3 for $2,171) and late delivery of sign posts, part of which were for signs added to the project.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7976
Project designation	Federal-Aid Interstate State Federal
Date awarded	December 7, 1973
Work started	May 10, 1974
Per cent completed	100 12/6/74 Date
No. of Workdays Allowed	320
No. of Workdays Used	342
No. of Added Workdays Requested	22

SP-0296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan. 5, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 320 days to 342 days, within which to complete our Contract No. 7976, without the assessment of liquidated damages. The said contract is described as follows:

Motorists Service Signing Project, Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional delays in getting fabricated materials delivered to the jobsite and the addition of some force account work delayed the completion of the project. Attached is a copy of a letter from the fabricator which explains their reasons for the delay in delivery.

Respectfully submitted,

C & B OLSON CONSTRUCTION CO.
Contractor

By O H Olson

CONSENT OF SURETY

Date January 6, 1975, 19

We, UNITED STATES FID ELITY & GUARANTY C OMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED STATES FIDELITY AND GUARANTY COMPANY
By L W Neff
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By L W Neff
Resident Agent

(SEAL)

Form FHWA 121 (Rev. 5-73) 7926 R

UNITED STATES GOVERNMENT DEPARTMENT OF TRANSPORTATION

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: May 21, 1975

SUBJECT: Oregon Projects I-5-1(84); I-5-2(76)59
I-5-3(94)121; I-5-4(77)193; I-5-5(63)250

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Assistant State Highway Engineer

Due to the lateness of receiving the sign materials and the added force account work, we concur in your May 5, 1975 request for an extension of 22 days on the subject project.

For Haskell
G. L. Green

RECEIVED
MAY 27 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
5-27-75

cy Kearny
Frederickson
Chivers

RECEIVED
STATE HWY ENGR
MAY 27 '75
REFER TO
Coulter
FOR

Info	Invs	R/C	D/R	Sign	Act	File
					✓	

cyaej

7976

R

CON 5

Robert W. Straub
xxxxxxxx

DATE May 5, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension, Contract 7976
Motorist Service Signing
FAP Nos. I-5-1(84)14; I-5-2(76)59; I-5-3(94)121;
I-5-4(77)193; I-5-5(63)250

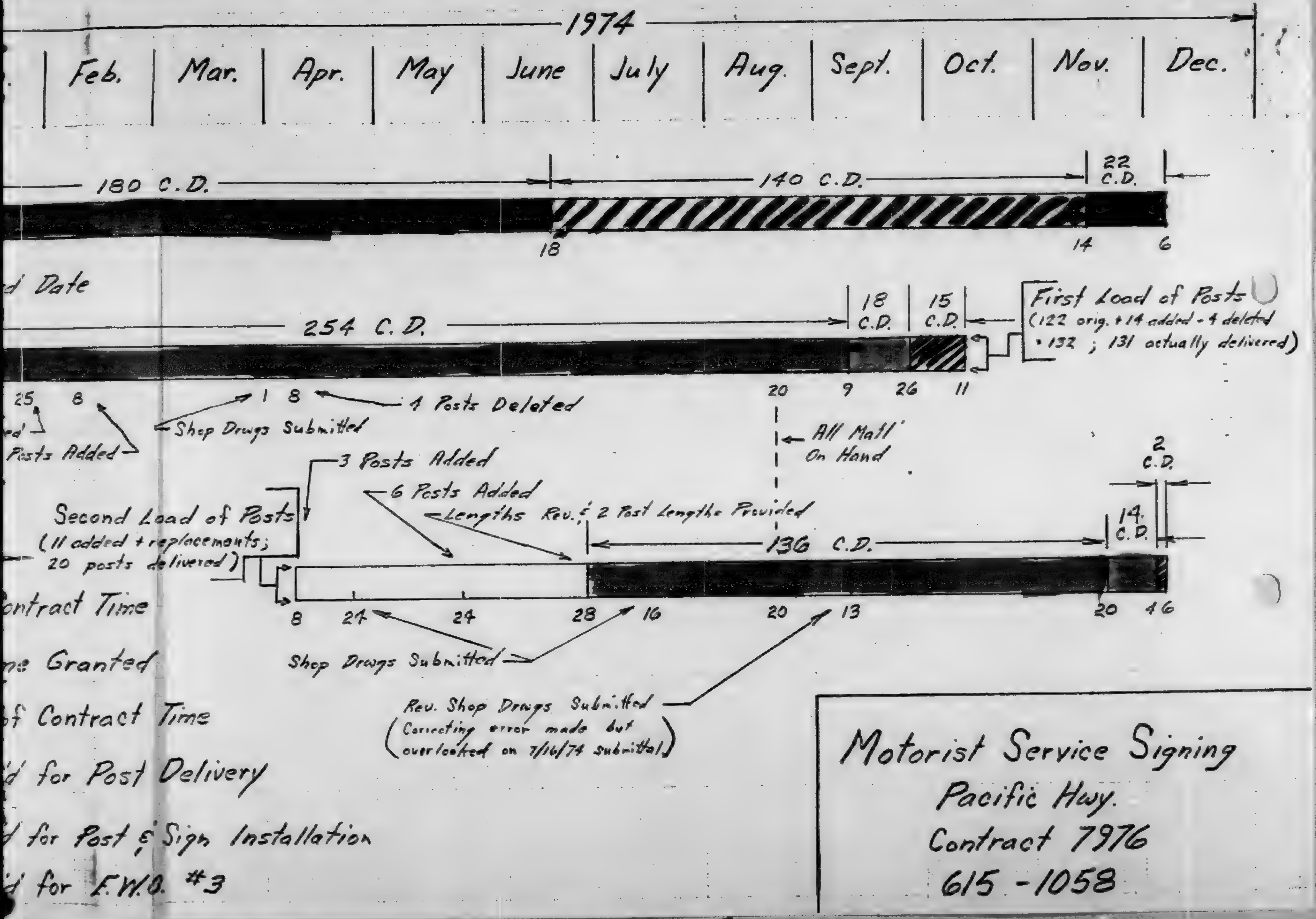
Last November, a 140-day extension of this contract time was processed and approved. This was what the contractor had requested under date of October 9 and was expected to be sufficient time to complete the project. That extended the time to November 14, 1974. However, the project was not actually completed until December 6, so we now have a second request for another 22 days.

All sign post materials were not delivered to the project until November 20, so this request is also based on shortage in obtaining fabricated materials and also a late force account order (EWO No. 3, $2,171 actual cost). This order covered some added clearing for better sight distance to some signs, drilling out wood post supports to function as "breakaways," and adding some riprap protection to a post footing located close to a drainage channel.

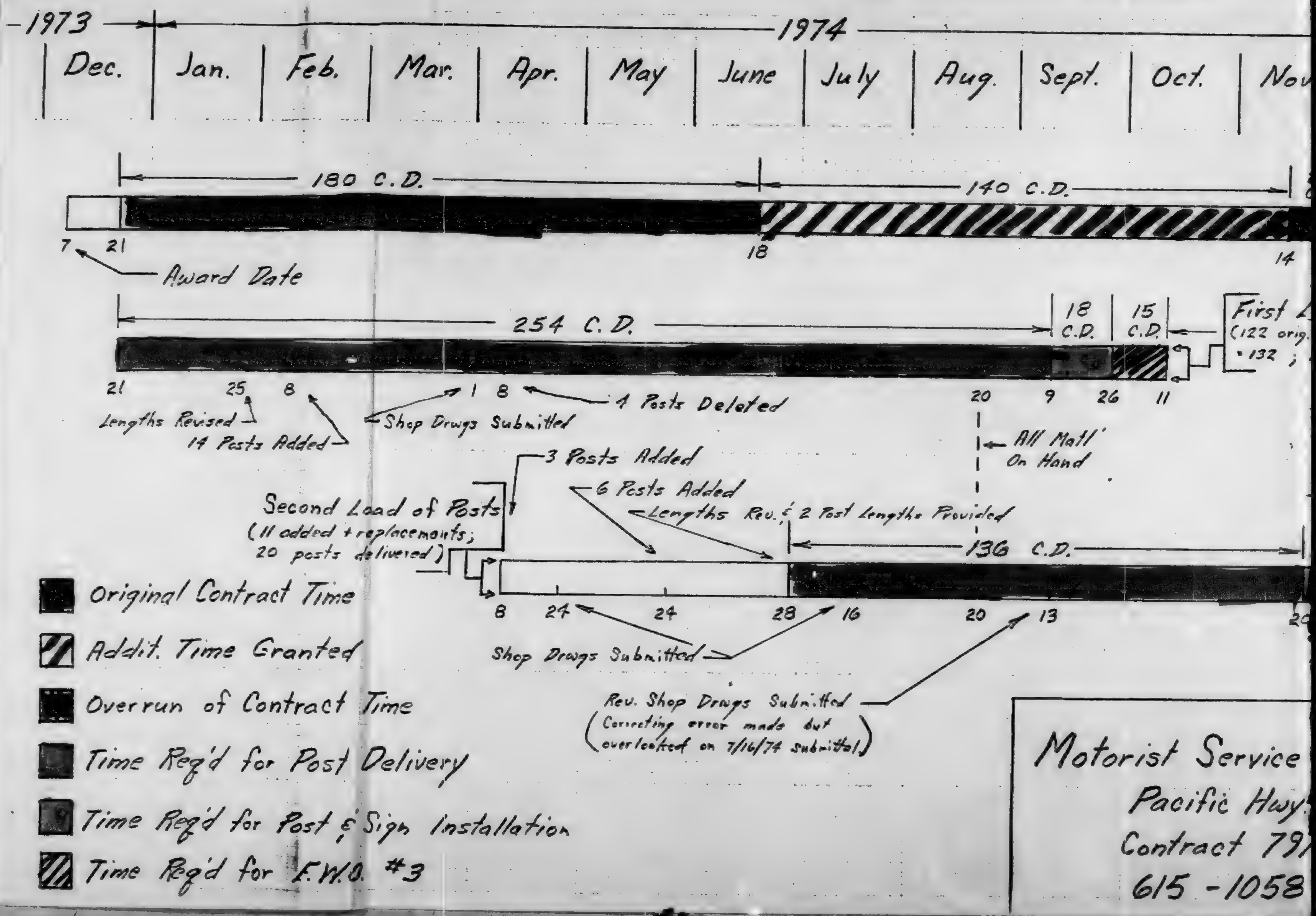
The contractor promptly installed the last load of posts within 14 days after they were delivered. Over half of these were for signs added by earlier changes. A chart showing most of the above information is attached. Your concurrence is requested in another 22-day extension to delete all liquidated damages.

JAB:fr ia
Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
Robert Church



Motorist Service Signing
Pacific Hwy.
Contract 7976
615 -1058



Motorist Service
Pacific Hwy
Contract 79
615 -1058

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 28, 1975

FILE: CON 5 #7976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Motorist Service Signing
Contract No. 7976
Second Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Last November, a 140-day extension of this contract time was processed and approved. This was just what the contractor had requested under date of October 9 and was expected to be sufficient time to complete the project. That extended the time to November 14, 1974. However, the project was not actually completed until December 6, so we now have a second request, for another 22 days.

All sign post materials were not delivered to the project until November 20, so this request is also based on shortage in obtaining fabricated materials and also a late force account order, E.W.O. No. 3, ($2,171 actual cost). This order covered some added clearing for better sight distance to some signs, drilling out wood post supports to function as "breakaways", and adding some riprap protection at a post footing located close to a drainage channel.

The contractor promptly installed the last load of posts within 14 days after they were delivered. Over half of these were for signs added by earlier changes. A good chart showing most of the above information is attached. We concur in the Region recommendation for the 22 days requested which will delete all liquidated damages which accrue at $100 per day.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
MAY 2 1975
Office of
Assistant State Highway Engineer

7976

March 31, 1976

US Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On March 12, 1976, we wrote to you concerning release of final payment on Contract No. 7976 awarded to C & B Olson Construction Co. for the Motorist Service Signing Project on the Pacific Highway in six Counties.

Final payment on this contract is $7,187.32 and the total contract amount is $146,462.53 including $2,171.53 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rd

cc: C & B Olson Construction Co.
5925 N.W. 342nd Avenue
Hillsboro, OR 97123

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haack
C. O. Fredrickson
A. Shirley

7976

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 228-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

March 19, 1975

C & B Olson Construction Co.
Route 1, Box 391
Hillsboro, Oregon 97123

Gentlemen:

Re: Claimant: Portland Wire & Iron Works
Motorist: Service Signing Project
OSHD Contract No. 7976
Balance Due: $30,291

We represent Portland Wire & Iron Works which filed a claim against your bond furnished in connection with the above project (Secretary of State No. 4894, as amended).

Unless satisfactory arrangements to pay this claim have been made within ten days from the date of this letter, we will bring an action on the bond to collect the claim. We trust that this will not be necessary.

Yours very truly,

Frank H. Hilton, Jr.

FHH/jls

cc: United States Fidelity & Guaranty Co.
520 S.W. Sixth Avenue
Portland, Oregon 97204

cc: State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310
Attention: Mr. C.W. Head,
Commission Services

RECEIVED
MAR 20 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

79-76

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 12, 1975

U. S. Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

Contract No. 7976 awarded to C & B Olson Construction Co. for the Motorist Service Signing Project on the Pacific Highway in six counties was completed on December 6, 1974, and accepted by the Administrator and State Highway Engineer on February 4, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 17, 1975.

You have been previously notified of a claim filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc C & B Olson Construction Co.
5825 N.W. 242nd Ave.
Hillsboro, OR 97123
bc C. T. [illegible]
Walt Hart
V.E. Chong Attn: Dick Houck
A. Shirley
C.O. Fredrickson

7976

J

February 5, 1975

U.S. Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

Attached is a copy of a claim letter from Portland Wire & Iron Works stating that C & B Olson Construction Co. owes them for material in the amount of $52,771.

This appears to be in connection with the C & B Olson Construction Co., Contract No. 7976, Motorist Service Signing Project on the Pacific Highway in six counties.

This claim was filed with the Secretary of State on December 27, 1974, and was assigned his File No. 4894.

We are informing all interested parties of the receipt of this claim letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fw
Attachment

cc: Mansfield & Co.
1311 N.W. 21st
Portland, OR 97209

Portland Wire & Iron Works
P.O. Box 02175
4644 S.E. 17th Ave.
Portland, OR 97202

C & B Olson Construction Co.
5825 N.W. 242nd Ave.
Hillsboro, OR 97123

[illegible]

#4894

December 27, 1974

Portland Wire & Iron Works
P. O. Box 02175
Portland, Or. 97202

Attention: R. L. Chewing

Gentlemen:

We have received and filed as of this date your Notice of Claim for material furnished C & B Olson Construction Company in the amount of $52,771, surety provided by Mansfield & Company.

Our filing number is 4894.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc. Hwy.

RECEIVED
JAN 30 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

PORTLAND WIRE & IRON WORKS
4644 SOUTHEAST SEVENTEENTH AVENUE • P.O. BOX 02175
PORTLAND, OREGON 97202 • PHONE (503) 234-9731

RECEIVED
DEC 27 [illegible] AM '74
CLAY MYERS
SECRETARY OF STATE

Claim 4894

FILED
DEC 27, 1974
CLAY MYERS
SECRETARY OF STATE

December 23, 1974

Secretary of State
State of Oregon
Salem, Oregon 97301

Ref: Contract #7976
State of Oregon - Motorist
Service Signing Project
C&B Olson Gen. Construction Co.

Gentlemen:

We hereby make claim for material furnished on the above project for C & B Olson Construction Company, who were the general contractors for this project. Please see the attached invoices for the total amount of $52,771.00 which is owing at this time.

The bonding company on this project is Mansfield & Co., 1311 N. W. 21st, Portland, Oregon 97209.

Very truly yours,

R. L. Chewing

PORTLAND WIRE & IRON WORKS
R. L. CHEWING
Credit Manager

RLC/mep
Enclosures

RECEIVED
JAN 30 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7976

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Motorist Service Signing Project

WEEK ENDING: February 1, 1975

SECTION PREFIX: 615-1058

HIGHWAY: Pacific

COUNTY: Linn

NAME OF JOB: Motorist Service Signing

KIND OF WORK: Signing

CONTRACTOR: C & B Olson Construction Co.

CONTRACT NUMBER: 7976

FEDERAL AID PROJECT NUMBER: I-5-1(84)14 et. al.

DATE OF CONTRACT: December 7, 1973

DATE WORK STARTED: May 10, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 320

WORK DAYS USED:

CALENDAR DAYS USED: 342

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 107

PROJECT AUTHORIZATION: $ 159,396.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 148,074..00

ENGINEERING AUTHORIZATION: $ 11,322.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.4

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 147,142.53

ENGINEERING COST TO DATE: $ 15,000.00

DATE PROJECT WAS COMPLETED: December 6, 1974

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.6 %

PERCENT OF AUTHORIZATION: 132 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Band
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FEB 4 1975
CONSTRUCTION SECTION
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed December 6, 1974.
Semi-final submitted January 31, 1975.
Sign warranty & PR 47 remaining items to be submitted by the contractor.
This will be the final weekly report.

SIGNED W.B. Richards LOCATION Albany
W.B. Richards, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

#7976

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 29, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project I-5-1(84)14 et.al.
Motor Service Signing Project.

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated January 16, concerning State Force Order No. 3.

The use of State Forces is approved as being in the public interest in accordance with the Federal Aid Manual for the following reasons:

1. The contract work has been completed and the contractor moved equipment from the area. The cost to move equipment and men back to perform this small amount of work is considered excessive and State forces in the area can perform this work more economically.
2. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total cost of the work to be done under this order is $250 with Federal participation of $230.

G. K. Hossner
for G. L. Green

NOTED
H.S. COULTER

RECEIVED
JAN 31 1975
Office of
Assistant State Highway Engineer

Enclosure
State Force Order No. 3

cc:
Region (10CM) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

1-31-75
orig. to [illegible]
cy Keasey

[illegible]

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7976

Order No. 3

Section Motor Service Signing Project

Date December 18, 1974

Highway Pacific

F.A.P. No. I-5-1(84)14 et. al.

County Six Counties

Prefix 615-1058

Account No. 276-03

Description of Work To Be Done: Install a 96 sq. ft. Type "B" sign on a 6" x 6" wood post. Drill wood posts for breakaway.

APPROVED EFFECTIVE DATE 12-19-74
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hosmer
G. K. Hosmer
TITLE Dist. Engineer
DATE 1-29-75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Fairgrounds Interchange M.P. 123± NB

Estimate of Quantities and Costs:

Labor	$200
Equipment	$50
Materials	--
Total	$250

Explanation: The contractor was directed to deliver the sign materials to the State yard when an installation site was unavailable. A site did not become available until after this phase of work was completed at all other locations. The contractor does not wish to return for this small amount of work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$159,396.90
Present estimate of project cost, including $250.00 for work under this order	$163,355.42
Expected ~~under-run~~ over-run (amount)	$3,958.52
Expected ~~under-run~~ over-run (per cent)	2.5%

Space to right of this line is for use of Salem Office

Submitted by: Warren B. Richards
Resident Engineer

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved:
Construction Engineer

DC.
1-21-75

7976

STATE COPY

MONTHLY TRANSACTION NUMBER 2-14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Jackson & Josephine
MODIFICATION NUMBER 1	(PPM 21-7) 1-20-75	PROJECT NUMBER I-5-1(84)14

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 18, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 49,315	$ 56,891
Federal Funds	$ 45,502	$ 52,499
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. I-5-1(84)14

GREEN SPRINGS INTERCHANGE-N. GRANTS PASS INTERCHANGE SECTION

PACIFIC HIGHWAY (I-5) IN JACKSON AND JOSEPHINE COUNTIES

Salem, Oregon, January 14, 1975

Revised Project Agreement Estimate.

Type Code Y002
Logo Signs (M.P. 14 to M.P. 59)

Subtotal on previous estimate of December 12, 1973			$44,832.00
Previous Estimate			
Type "B" Signs in Place	2,004 sq.ft.	7.00	14,028.00
Revised Estimate			
Type "B" Signs in Place	2,220 sq.ft.	7.00	15,540.00
P.A. 1 Revise Posts, Footings and Signs	All Required (33%)		5,375.37
			$20,915.37
	Increase		6,887.37
	Subtotal		$51,719.37
	Engineering		5,171.63
	Total		$56,891.00

Length of Project - - - - - 0.0 mile

Federal Funds -		$52,499.00
State Funds -		4,392.00
	Total	$56,891.00

Group 1 - 46%

Contract No. 7976

Prefix: 615-1058

Jackson Co. - 91%

Josephine Co. - 9%

79716

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-94	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-18-73	COUNTY Jackson and Josephine PROJECT NO. I-5-1(84)14

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Ashland, N 44.0 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-3-73	0.00
OTHER *(Specify)*		

FUNDS	Pro Rata 92.27%
ESTIMATED TOTAL COST OF PROJECT $ 49,315	FEDERAL FUNDS $ 45,502

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By O. F. Smith
for G. L. Green (Division Engineer)
Date executed by Division Engineer December 18, 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-1(84)14

GREEN SPRINGS INTERCHANGE-N. GRANTS PASS INTERCHANGE SECTION

PACIFIC HIGHWAY (I-5) IN JACKSON AND JOSEPHINE COUNTIES

Salem, Oregon, December 12, 1973

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P.14 to M.P.59)

Temporary Protection and Direction of Traffic	All Required (30%)		$ 1,500.00
Temporary Signs	144 sq. ft.	6.00	864.00
Flagmen	27 hour	10.00	270.00
Removal of Existing Sign Installations	All Required (57%)		2,850.00
Sign Support Footings	All Required (35%)		5,670.00
Breakaway Sign Posts	All Required (35%)		17,640.00
Type "B" Signs in Place	2,004 sq. ft.	7.00	14,028.00
Move Existing Type "A" Signs	All Required (60%)		2,010.00
	Subtotal		$44,832.00
	Engineering		4,483.00
	Total		$49,315.00

Length of Project - - - 0.00 miles

Federal Funds -	$45,502.00
State Funds -	3,813.00
Total	$49,315.00

Group 1 - 46%

Contract No. 7976

Prefix: 615-1058

Jackson Co. 91%
Josephine Co. 9%

7976

STATE COPY

MONTHLY TRANSACTION NUMBER 2-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Douglas & Lane
MODIFICATION NUMBER 1	1-20-75	PROJECT NUMBER I-5-3(94)121

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 18, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 34,544	$ 38,889
Federal Funds	$ 31,873	$ 35,886
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of January, 1975.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Division Engineer)

for: G. L. Green

By

(Title)

By

(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. I-5-3(94)121

SHADY INTERCH.-JUDKINS POINT SECTION

PACIFIC HIGHWAY (I-5) IN DOUGLAS AND LANE COUNTIES

Salem, Oregon, January 14, 1975

Revised Project Agreement Estimate.

Type Code Y002
Logo Signs (M.P. 121 to M.P. 193)

Subtotal on previous estimate of December 12, 1973			$31,404.00
Previous Estimate			
Type "B" Signs in Place	1,524 sq.ft.	7.00	10,668.00
Revised Estimate			
Type "B" Signs in Place	1,716 sq.ft.	7.00	12,012.00
PA 1 Revise Posts, Footings and Signs	All Required (16%)		2,606.24
			$14,618.24
	Increase		3,950.24
	Subtotal		$35,354.24
	Engineering		3,534.76
	Total		$38,889.00

Length of Project - - - - - 0.0 mile

Federal Funds -		$35,886.00
State Funds -		3,003.00
	Total	$38,889.00

Group 3 - 36%

Contract No. 7976

Prefix: 615-1058

Douglas Co. - 59%

Lane Co. - 41%

7976

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-96	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Douglas and Lane
PROJECT REPORT NO. 4	12-18-73	PROJECT NO. I-5-3(94)121

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 4.3 miles S. Roseburg, N. 72.0 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-3-73	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,544	$ 31,873

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer December 18, 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-3(94)121

SHADY INTERCH.-JUDKINS POINT SECTION

PACIFIC HIGHWAY (I-5) IN DOUGLAS AND LANE COUNTIES

Salem, Oregon, December 12, 1973

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P.121 to M.P.193)

Temporary Protection and Direction of Traffic	All Required (25%)		$ 1,250.00
Flagmen	22 hours	10.00	220.00
Removal of Existing Sign Installations	All Required (33%)		1,650.00
Painted Wood Sign Posts	All Required (21%)		462.00
Sign Support Footings	All Required (25%)		4,050.00
Breakaway Sign Posts	All Required (26%)		13,104.00
Type "B" Signs in Place	1,524 sq. ft.	7.00	10,668.00
	Subtotal		$31,404.00
	Engineering		3,140.00
	Total		$34,544.00

Length of Project - - - 0.00 miles

Federal Funds	$31,873.00
State Funds	2,671.00
Total	$34,544.00

Group 3 - 36%

Contract No. 7976

Prefix: 615-1058

Douglas Co. 59%
Lane Co. 41%

7976 ..

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-20-75

MONTHLY TRANSACTION NUMBER	2-17
PROJECT REPORT NUMBER	8
MODIFICATION NUMBER	1
STATE	Oregon
COUNTY	Lane, Linn & Marion
PROJECT NUMBER	I-5-4(77)193

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 18, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 30,122	$ 36,519
Federal Funds	$ 27,793	$ 33,699
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

for: G. L. Green

Oregon State Highway Division

Federal Aid Project
No. I-5-4(77)193

JUDKINS POINT-BATTLE CREEK INTERCH. SECTION

PACIFIC HIGHWAY (I-5) IN LANE, LINN & MARION COUNTIES

Salem, Oregon, January 14, 1975

Revised Project Agreement Estimate.

Type Code Y002
Logo Signs (M.P. 193 to M.P. 250)

Subtotal on previous estimate of December 12, 1973			$27,384.00
Previous Estimate			
Type "B" Signs in Place	1,128 sq.ft.	7.00	7,896.00
Revised Estimate			
Type "B" Signs in Place	1,284 sq.ft.	7.00	8,988.00
PA 1 Revise Posts, Footings and Signs	All Required (29%)		4,723.81
			$13,711.81
	Increase		5,815.81
	Subtotal		$33,199.81
	Engineering		3,319.19
	Total		$36,519.00

Length of Project - - - - - 0.0 mile

Federal Funds		$33,699.00
State Funds		2,820.00
	Total	$36,519.00

Group 1 - 78%

Contract No. 7976

Prefix: 615-1059

Lane - 29%

Linn - 71%

Marion - 0%

7976 5

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-97	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE OREGON
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-18-73	COUNTY Linn and Marion PROJECT NO. I-5-4(77)193

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Eugene, N. 57.0 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-3-73	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$30,122	$ 27,793

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ______________________
(Title)
By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
(Division Engineer)
for G. L. Green
Date executed by Division Engineer December 18, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-4(77)193

JUDKINS POINT-BATTLE CREEK INTERCH. SECTION

PACIFIC HIGHWAY (I-5) IN LANE, LINN AND MARION COUNTIES

Salem, Oregon, December 12, 1973

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P.193 to M.P.250)

Temporary Protection and Direction of Traffic	All Required (24%)		$ 1,200.00
Flagmen	21 hours	10.00	210.00
Removal of Existing Sign Installations	All Required (5%)		250.00
Sign Support Footings	All Required (24%)		3,888.00
Breakaway Sign Posts	All Required (25%)		12,600.00
Type "B" Signs in Place	1,128 sq. ft.	7.00	7,896.00
Move Existing Type "A" Signs	All Required (40%)		1,340.00
	Subtotal		$27,384.00
	Engineering		2,738.00
	Total		$30,122.00

Length of Project - - - 00.0 miles

Federal Funds	$27,793.00
State Funds	2,329.00
Total	$30,122.00

Group 1 - 78%

Contract No. 7976

Prefix: 615-1059

Lane	29%
Linn	71%
Marion	0%

7976

STATE COPY

MONTHLY TRANSACTION NUMBER 2-15	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Douglas & Josephine
MODIFICATION NUMBER 1	(PPM 21-7) 1-20-75	PROJECT NUMBER I-5-2(76)59

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 18, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,075	$ 19,045
Federal Funds	$ 14,832	$ 17,574
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. L. Schroeder

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Bray
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. I-5-2(76)59

N. GRANTS PASS INTERCH.-SHADY INTERCH. SECTION

PACIFIC HIGHWAY (I-5) IN DOUGLAS AND JOSEPHINE COUNTIES

Salem, Oregon, January 14, 1975

Revised Project Agreement Estimate.

Type Code Y002
Logo Signs (M.P. 59 to M.P. 121)

Subtotal on previous estimate of December 12, 1973			$14,614.00
Previous Estimate			
Type "B" Signs in Place	828 sq.ft.	7.00	5,796.00
Revised Estimate			
Type "B" Signs in Place	888 sq.ft.	7.00	6,216.00
P.A. 1 Revise Posts, Footings and Signs	All Required (14%)		2,280.46
			$ 8,496.46
	Increase		2,700.46
	Subtotal		$17,314.46
	Engineering		1,730.54
	Total		$19,045.00

Length of Project - - - - - 0.0 mile

Federal Funds -		$17,574.00
State Funds -		1,471.00
	Total	$19,045.00

Group 2 - 18%

Contract No. 7976

Prefix: 615-1058

Josephine Co. 33%

Douglas Co. 67%

7976

5

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-95	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-18-73	STATE OREGON
		COUNTY Douglas & Josephine
PROJECT REPORT NO. 4		PROJECT NO. I-5-2(76)59

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Grants Pass Interchange, N. 62.0 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-3-73	00.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $16,075	FEDERAL FUNDS $14,832

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E G Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer December 18, 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-2(76)59

N. GRANTS PASS INTERCH.-SHADY INTERCH. SECTION

PACIFIC HIGHWAY (I-5) IN DOUGLAS AND JOSEPHINE COUNTIES

Salem, Oregon, December 12, 1973

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P.59 to M.P.121)

Temporary Protection and Direction of Traffic	All Required (15%)		$ 750.00
Flagmen	13 hours	10.00	130.00
Removal of Existing Sign Installations	All Required (5%)		250.00
Painted Wood Sign Posts	All Required (32%)		704.00
Sign Support Footings	All Required (12%)		1,944.00
Breakaway Sign Posts	All Required (10%)		5,040.00
Type "B" Signs in Place	828 sq. ft.	7.00	5,796.00
	Subtotal		$14,614.00
	Engineering		1,461.00
	Total		$16,075.00

Length of Project - - - 0.00 miles

Federal Funds		$14,832.00
State Funds		1,243.00
	Total	$16,075.00

Group 2 - 18%

Contract No. 7976

Prefix: 615-1058

Josephine Co. 33%
Douglas Co. 67%

7976

STATE COPY

MONTHLY TRANSACTION NUMBER 2-18	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clack. & Marion
MODIFICATION NUMBER 1	1-20-75	PROJECT NUMBER I-5-5(63)250

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 18, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,333	$ 10,229
Federal Funds	$ 7,688	$ 9,439
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. L. Schroeder

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Federal Aid Project
No. I-5-5(63)250

Oregon State Highway Division

BATTLE CREEK INTERCH.-WILSONVILLE INTERCH. SECTION

PACIFIC HIGHWAY (I-5) IN CLACKAMAS AND MARION COUNTIES

Salem, Oregon, January 14, 1975

Revised Project Agreement Estimate.

Type Code Y002
Logo Signs (M.P. 250 to M.P. 284)

Subtotal on previous estimate of December 12, 1973			$ 7,576.00
Previous Estimate			
Type "B" Signs in Place	504 sq.ft.	7.00	3,528.00
Revised Estimate			
Type "B" Signs in Place	564 sq.ft.	7.00	3,948.00
P.A. 1 Revise Posts, Footings and Signs	All Required (8%)		1,303.12
			$ 5,251.12
	Increase		1,723.12
	Subtotal		$ 9,299.12
	Engineering		929.88
	Total		$10,229.00

Length of Project - - - - 0.0 mile

Federal Funds -	$ 9,439.00
State Funds -	790.00
Total	$10,229.00

Group 2 - 22%

Contract No. 7976

Prefix: 615-1059

7976.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-18-73

MONTHLY TRANSACTION NO.	12-98
PROJECT REPORT NO.	4
STATE	OREGON
COUNTY	Marion
PROJECT NO.	I-5-5(63)250

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Salem, N. 21.0 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-3-73	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$8,333	$ 7,688

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer December 18, 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-5(63)250

BATTLE CREEK INTERCH.-WOODBURN INTERCH. SECTION

PACIFIC HIGHWAY (I-5) IN MARION COUNTY

Salem, Oregon, December 12, 1973

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P.250 to M.P.271)

Temporary Protection and Direction of Traffic	All Required (6%)		$ 300.00
Flagmen	5 hours	10.00	50.00
Painted Wood Sign Posts	All Required (47%)		1,034.00
Sign Support Footings	All Required (4%)		648.00
Breakaway Sign Posts	All Required (4%)		2,016.00
Type "B: Signs in Place	504 sq. ft.	7.00	3,528.00
	Subtotal		$ 7,576.00
	Engineering		757.00
	Total		$ 8,333.00

Length of Project - - - 00.00 miles

Federal Funds	$ 7,688.00
State Funds	645.00
Total	$ 8,333.00

Group 2 - 22%

Contract No. 7976

Prefix: 615-1059

7976

CON 5-7976

January 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-1(84)14 et.al.

SUBJECT Request Change Order Approval

Contract 7976, State Force Order No. 3

Project Motor Service Signing Project

Highway Pacific

County Six Counties

The State force order covers installation of a gas logo sign by State forces. Due to the conflict with another highway project in the area, the logo sign was deleted from that phase of the contract work as recommended by the Regional Traffic Engineer. The contractor's additional cost to install the sign now was not acceptable to the State.

The use of State forces is considered as being in the public interest under provision of PPM 21-15 (FAM 6-8-3-1) for the following reasons:

1. The contract work has been completed and the cost to the State for the contractor to return to the project is not in the interest of the tax-paying public.

2. The State has trained personnel and specialized equipment to perform the work most economically.

The estimated total cost of the work to be done under this order is $250 with Federal participation $230.

Attached are documents supporting this change order.

The work was tentatively recommended for approval subject to a finding in the public interest by the Federal Highway Administration Engineer on December 17, 1974.

Your approval as of December 17, 1974 is requested.

Attach.

VG:js

STATE COPY

cc: OSHD (H S Coulter, Wash DC (HHO-32)

U.S. ARTMENT OF TRANSPORTATION
F. RAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Six Counties	DIVISION Oregon
IN COMPANY WITH *See below			
DATE OF INSPECTION 1-8-75	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. I-5-1(84)14 et al
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED % 190	WORK COMPLETED % 100

COPY SENT

JAN 15 1975

Washington

MOTORIST SERVICE SIGNING
(LOGO)
PACIFIC HIGHWAY I-5

A final inspection was made on January 8, 1975 with the following in attendance:

Gerry Wimer, Reg 2 Constr Engr, OSHD
Bryant Jackmond, Constr Field Engr, OSHD
Warren Richards, Res Engr, OSHD
Paul Riedl, Area Engr, FHWA

The project was completed on December 6, 1974. There are a few minor items being completed now by the contractor.

To date the contractor has used 342 days to complete the contract. The project was set up for 180 days. The shortage of materials held up the placement of these signs and posts. Also additional signs were required which also delayed the project completion. The contractor has requested an extension of time which is presently under study.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

A State Force Order has been prepared covering the installation of a sign at the Harvard Ave. Interchange in Roseburg. The work underway on an existing contract precluded the contractor from placing this sign in his overall project work sequence.

NOTED
H.S. COULTER

1-16-75
cy Const

RECEIVED
JAN 16 1975
Office of
Assistant State Highway Engineer

Form FHWA-1446A (12-73) Formely PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7976

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 5-1070

January 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5: 1(84)14,
2(76)59, 3(94)12,
4(77)193, 5(63)250

SUBJECT Request Contract Acceptance

Contract 7976 , Work Completed December 6, 1974

Project Motorist Service Signing Project

Highway Pacific

Counties 6 Counties

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 8, 1975

G.K. Hossner for
G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
JAN 10 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act

cc: F. B. Klaboe
C. T. Keasey

RECEIVED
JAN 13 1975
Office of
Assistant State Highway Engineer
1-13-75
cy Keasey
Gallagher

NOTED
H.S. COULTER

-7976

December 2, 1974

C & B Olson Construction Company
5825 N.W. 242nd Avenue
Hillsboro, OR 97123

Gentlemen:

We have reviewed your request for an extension of time on Contract 7976 for work on the Motor Service Signing project on I-5 (Pacific Highway) from Jackson through Marion Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 140 calendar days is granted because of material shortages and late revisions to the contract work.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
C. O. Fredrickson

fr dpy

--F 7976

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 25, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-1(84)14
Motor Service Signing Project
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Assistant State Highway Engineer

Your letter of November 12, 1974 requested an estension of time on the subject project.

Due to the circumstances of the delay in obtaining material and the additional work requested by the Travel Information Council, we concur in the contractor's request for a 140-calendar day extension.

for G. K. Hossner
G. L. Green

RECEIVED
NOV 27 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 26 '74
REFER TO
Coulter
FOR

NOTED
H.S. COULTER

11-27-74
cy Keasey
Fredrickson
Gallagher

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

File: CON 5

November 12, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Motor Service Signing
Pacific Interstate Highway
Contract 7976

Contract No. 7976, in the amount of $125,810, was awarded to C & B Olson Construction Company on December 7, 1973 with a specified completion time of 180 calendar days. Contract time expired June 18, 1974. Liquidated damages accrue at $100 per day. The original contract included 57 new logo signs. As of October 18, 1974, twenty breakaway sign posts had not yet been fabricated and installed. This delay is attributed to the non-availability of steel with which to begin fabrication of the required sign posts. Shortage and delay in obtaining some steel items has been experienced on many projects.

The contractor has also been given late additions and revisions to the contract. Twelve signs have been added and three signs have been deleted at the request of the Travel Information Council. Price Agreement No. 1 covering this amounts to $21,557, which is a significant addition. Additional revisions have been ordered as late as ten days after the expiration of original contract time. We already have use of part of the new signs.

Your concurrence is requested in a 140 calendar day extension.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 5, 1974

FILE: CON 5 #7976

/NOTED
H. S. COULTER

FROM: JB
John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Motor Service Signing
Pacific Interstate Highway
Contract No. 7976
Time Extension Request

Contract No. 7976 in the amount of $125, 810 was awarded to C & B Olson Construction Company on December 7, 1973 with a specified completion time of 180 calendar days. Contract time expired June 18, 1974. Liquidated damages accrue at $100 per day. The original contract included 57 new logo signs. As of October 18, 1974, twenty break-away sign posts had not yet been fabricated and installed. This delay is attributed to the non-availability of steel with whicn to begin fabrication of the required sign posts. This is probably true, but is not documented adequately.

However, the contractor has also been given late additions and revisions to the contract. Twelve signs have been added and three signs have been deleted at the request of the Travel Information Council. P.A. 1 covering this amounts to $21, 557, which is a significant addition. Additional revisions have been ordered as late as ten days after the expiration of original contract time. We therefore concur in the field recommendations that an extension of 140 calendar days be granted.

This is a federal-aid Interstate project. Rough draft letters to the FHWA and contractor are attached.

JAB:DL:fr

Att.

cc: V. L. Gallagher

RECEIVED
NOV 8 1974
Office of
Assistant State Highway Engineer

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 9, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 320 days, within which to complete our Contract No. 7976, without the assessment of liquidated damages. The said contract is described as follows:

Motorists Service Signing Project, Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Availability of sign post stubs delayed the start of the project for approximately 140 days. (May, 1974)

As of this date we are still awaiting three signs and 20 Breakaway sign posts to complete material needed for the job. (This delay is due to material shortages, and changes in the project.)

Respectfully submitted,

C & B Olson Construction Co.
Contractor

By C H Olson

CONSENT OF SURETY

Date October 9, 1974

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED STATES FIDELITY AND GUARANTY COMPANY
By L W Neff
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By L W Neff
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7976 Contractor C & B Olson Construction Co.

Highway Pacific

Section Motor Service Signing

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend an extension of 140 calendar days because of material shortages and late revisions to the contract work covered by Price Agreement No. 1.

Recommended for Approval:

H Wemer
Division Engineer

Bond
Admin Construction Engineer ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7976
Project designation Federal Aid -Interstate (State Federal)
Date awarded December 7, 1973
Work started May 10, 1974
Per cent completed 73% Oct. 18, 1974 (Date)
No. of Workdays Allowed 180
No. of Workdays Used 286
No. of Added Workdays Requested 140

SP-[illegible]-734

7.1.76

DIRECTOR'S FILE

Mr. Alfred A. Hampson, Chairman   October 16, 1974
Travel Information Council
310 Morgan Building
Portland, Oregon 97205

Dear Al:

Your recent letter requested that the Highway Division reimburse the Travel Information Council for the payment of interest on deposits for logo backboards that have not yet been installed because of contract delays.

Our investigation shows that our contractors have made every effort possible to complete the contracts on schedule. Delays caused by securing materials are almost insurmountable at the present time, particularly if the material involved is a steel product.

In the case of the logo sign contracts, the contractors were unable to obtain high-tensile strength bolts that were necessary for the fabrication of the sign support bases. We are satisfied that the contractors made every effort to have this material on the job site at the proper time but were unable to do so.

In addition, no small part of the delay was created by the Travel Information Council's request to have additional logo backboards installed after the contract was well in progress. A considerable number of these signs were added to the contracts at the Council's request since this was the most rapid way to make the installations and would therefore result in earlier yield for the Council through sign rental.

In view of the above, the Department of Transportation is not in a position to approve the request you made to the Highway Division.

Sincerely,

George M. Baldwin
Director of Transportation

cc F. B. Klaboe
H. S. Coulter
A. E. Johnson
L. E. George
E. E. Bachman
LEG:km/pb GMB:fm

TRAVEL INFORMATION COUNCIL

310 MORGAN BUILDING • PORTLAND, OREGON • 97205 • Phone (503) 222-1024

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
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JERRY V. FINROW
WILLIAM HEALY
ALEX MURPHY
N. P. STAROPOLI

STAFF:
JACK SOLLIS
Assistant Attorney General and Counsel
R. SCOTT MONTGOMERY
Project Director

[illegible]
GEORGE M. BALDWIN

September 23, 1974

George Baldwin
Administrator
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

As I am sure you know, the Travel Information Council's logo program has been seriously delayed by the difficulties the Highway Division has encountered in installing the logo backboards.

Over the past several months the Council's staff has received numerous requests for the payment of interest on monies paid to the Council by advertisers. In many instances these businessmen have been waiting for one and one-half years to have their logos installed after their application fees were paid.

The Council's initial request to the Highway Division for the installation of these signs was in March of 1973. Subsequent to this request, numerous letters were exchanged requesting that the installation program be expedited. Recently the Council was informed that the program would be completed at the end of October, fully one and one-half years after our initial request.

Because of the delays that have been encountered I request that the Highway Division agree to reimburse the Council for the payment of interest, at the rate of 6% per annum, to all advertisers affected by these delays. I anticipate that the total monies involved will not exceed $5,000.

Thank you for your consideration in this matter.

Respectfully,

Alfred A. Hampson

Alfred A. Hampson
Chairman

RECEIVED
STATE HWY ENGR
SEP 25 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
SEP 27 1974
Office of
Assistant State Highway Engineer

RECEIVED
SEP 25 1974
OFFICE
DIRECTOR of TRANSPORTATION

1859

TRAVEL INFORMATION COUNCIL

310 MORGAN BUILDING • PORTLAND, OREGON • 97205 • Phone (503) 222-1024

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
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JERRY V. FINROW
WILLIAM HEALY
ALEX MURPHY
N. P. STAROPOLI

STAFF:
JACK SOLLIS
Assistant Attorney General and Counsel

R. SCOTT MONTGOMERY
Project Director

September 17, 1974

Mr. George Baldwin
Administrator
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The Council was informed this morning of another delay in the contract for the installation of logo sign backboards on Interstate 5.

As you will recall, the original specified completion date of the signing contract was June 19, 1974. Our information indicates that the anticipated completion date is now October 31, 1974, or a delay of 133 days.

The daily revenue loss to the Council is $75, which multiplied by the 133 days equals a total loss of revenue of $9,975. As the Council is dependent entirely upon the revenue generated by the logo signing program, I feel that some adjustment should be made.

If the Highway Division is reluctant to assess the penalty proviso of the contract to reimburse the Council for lost revenues, perhaps an adjustment could be made in the amount owed the Highway Fund by the Council.

I will be most interested in hearing your thoughts regarding this matter.

Best regards,

Alfred A. Hampson

Alfred A. Hampson
Chairman

RECEIVED
SEP 18 1974
OFFICE
DIRECTOR of TRANSPORTATION

7976

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

NOTED
A. E. JOHNSON

AUG 16 1974

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO
FOR
Info Revs [illegible] O/R Sign Act File

Mr. Alfred A. Hampson, Chairman
Travel Information Council
1325 SW. 21st Avenue
Portland, OR 97201

Dear Mr. Hampson:

Motorist Service Signing Project
Pacific Highway, Contract #7976

We can understand your concern for the costs involved in the completion of this project and the inconvenience which has been caused to you by the delays in this completion. We feel however, that some explanation is in order on the assessment of liquidated damages against the contractor for an over-run of time.

Assessment of liquidated damages is an automatic process when the time allowed for the completion of the contract is exceeded. It is generally anticipated that a contractor who runs overtime on a project will, at some point, submit a request for an extension in the time allowed based on circumstances beyond his control which have made it impossible to fulfill the time requirements of the contract. In order to assure the Highway Division of reasonable bids on the projects which are awarded, it is necessary that a careful appraisal of assessment of liquidated damages be made.

Liquidated damages are assessed against a project to protect the State from the loss in use of a particular project for extended periods of time. Often it has been found that even with very constructive effort being made by a contractor, material shortages and problems with the fabrication of materials to suppliers have delayed the project despite the contractors best efforts to find alternate sources of supply and to indicate to his supplier the problems which this lack of material has caused. Projects which run overtime inevitably increase the costs to the Highway Division in contract administration, in that men and equipment are not free for use on other projects until these projects are completed. To some extent liquidated damages help us to defray these costs.

NOTED
R. L. SCHROEDER

RECEIVED
AUG 20 1974
Office of
Assistant State Highway Engineer

The resident engineer and his staff have certainly done everything they can to indicate to the contractor the importance of the completion of the Signing Project. Again, let me express our understanding of your concern and assure you that we will do everything we can to finish the project in as short a time as possible.

Sincerely,

George M. Baldwin
Director of Transportation

bc: F. B. Klaboe
A. E. Johnson
Scott Coulter

COF:lb GMB;dn

Schroeder
cy/enc. Sollis
Bud George
Hamilton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 7, 1974

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Assignment FBK No. 494

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

We are enclosing a suggested reply to Alfred A. Hampson's letter of July 31, 1974 dealing with the contract for Motorist Service Signing on the Pacific Highway, Contract No. 7976. In composing this letter we have attempted to indicate the policy which the Highway Division has taken in the past regarding the assessment of liquid damages.

I am reasonably sure that this approach would have to be taken on this project due to the marked effect of the current material shortage on the length of time taken to get these signs installed.

COF:lb

cc: Richard E. Nelson

RECEIVED
STATE HWY ENGR
AUG 8 '74
REFER TO
FOR
Info [illegible] ID DIR [illegible] [illegible] File

RECEIVED
AUG 7 1974
Office of
Assistant State Highway Engineer

W. 1K 8-9-74

TRAVEL INFORMATION COUNCIL

EAST SALEM HIGHWAY BUILDING
ROOM 208 • SALEM, OREGON • 97310 • Phone (503) 378-2636

TOM McCALL
GOVERNOR

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JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director

July 31, 1974

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

[illegible]

Dear Mr. Baldwin:

In response to your very nice letter of explanation of the delays on the placement of the backboards for the logo boards, I notice that the contractor is now into the penalty period.

In view of the fact that his delays have caused the Travel Information Council a substantial amount of loss, it would seem to me that it might well be in line for the penalty to be credited against the amount of money which the Travel Information Council must pay the Highway Department.

I have received from Mr. Hacek invoices totalling $4,312.98 for this project. I have not yet returned these, with the view that very possibly there could be an off-set, and the Travel Information Council would be relieved of answering once more to the Emergency Board for its sad financial plight resulting from situations which were in fact, not of its making.

If you think that this is a possibility I would appreciate it very much.

Very truly yours,

Alfred A. Hampson

Alfred A. Hampson
Chairman

AAH:ej
cc: Scott Montgomery
Jack L. Sollis

RECEIVED
STATE HWY ENGR
AUG 2 '74
REFER TO
Coulter
FOR
D/R | Sign | Act | File

#494

RECEIVED
AUG 1 1974
OFFICE
DIRECTOR of TRANSPORTATION

Cy to Walt Barrie
8/6

Check with Barrie

DIRECTOR'S FILE

July 18, 1974

Mr. Alfred A. Hampson, Chairman
Travel Information Council
1324 SW 21st Avenue
Portland, Oregon 97201

Dear Al:

This is in reply to your letter dated July 8 asking for a status report on the motorist service signing project.

We have investigated the situation and have the following to report: This project was awarded to C & B Olsen Construction Company on December 7, 1973. During the preconstruction conference on December 20, 1973, the contractor indicated that there would be no problem getting materials for the project. On January 29, 1974, it was anticipated that the project would be completed by June 1, 1974.

It later developed that Olsen's steel post supplier, Portland Wire & Iron, was not able to obtain the materials as originally anticipated. Portland Wire & Iron advised the contractor that he could obtain the posts from another supplier, if one could be found with the material available.

The contractor was unable to locate another source. On July 11, 1974, Portland Wire & Iron informed the contractor that the raw material had been delivered to Coral Corporation for fabrication. Fabrication is expected to be completed by July 19. Galvanizing should be completed by July 26, after which installation will begin. Barring further delays, it is anticipated that the project will be completed between September 1 and September 15, 1974.

As of July 12, 1974, liquidated damages in the amount of $100 per day have been assessed the contractor for 19 calendar days.

The material shortage being experienced on this project is not unique. We are having similar problems on nearly every project in the state which have either steel products or electrical components involved in the work.

I understand the problems this delay has caused for the TIC and we will make every effort to hasten completion of the project.

Sincerely,

George H. Baldwin
Director of Transportation

cc Sam R. Haley
F. B. Klaboe
H. S. Coulter
C. D. Fredrickson
R. E. Nelson

TWL:lb fn

5-1058

FORM E-30

REGION 2 ENGINEER
RECEIVED
1974

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
July 12, 1974

SUBJECT: Progress Report

Motorist Service Signing Project
Contract No. 7976

To: Ted Litchfield
Region Operations Engineer
Salem

Contract No. 7976, Motorist ServiceSigning Project
Awarded: December 7, 1973
Preconstruction conference: December 20, 1973; mention is made by the contractor that "there would be no problem with getting materials for the project"

January 29, 1974 memo indicates an anticipated completion date of June 1, 1974.

Contractor's schedule, dated June 5, 1974, indicates breakaway sign post installation completed by July 15, 1974 and project completion by July 28, 1974.

The contractor confirmed by telephone on July 11, 1974 that his steel post supplier, Portland Wire and Iron, had received the materials and delivered the materials to Coral Corporation for fabrication. Fabrication anticipated to be completed by July 19; galvanizing to be completed by July 26; project to be completed by September 1 to September 15 providing further delays are not encountered.

As of July 12, 1974, nineteen (19) excess calander days have been assessed. Liquidated damages for this project are $100.00 per day.

Richard E. Nelson
Richard E. Nelson
Resident Engineer

rjs

TRAVEL INFORMATION COUNCIL

1324 S.W. 21st AVENUE • PORTLAND, OREGON • 97201 • Phone (503) 226-6786

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JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

July 8, 1974

Mr. George Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

NOT
A. E. Johns

Dear Mr. Baldwin:

Scott Montgomery has advised me that once more the erection of the backboards for the logo signs has been delayed. This time because the contractor was unable to find steel for the standards.

As you know, the finances of the TIC are, at best, in a precarious condition, and with these further delays they have become desperate.

I would appreciate it if you would have someone on your staff look into the cause of these delays. I find it hard to believe that it is, in fact, this difficult to erect backboards for signs. It is now July, the beginning of a new accounting period and the backboards which were promised for May after what seemed like many postponements, are yet not erected.

I am sorry to whine at you when you have so many things on your mind but I am frustrated. Your immediate and personal help would be appreciated.

Thanks for your help.

Sincerely,

Alfred A. Hampson

Alfred A. Hampson
Chairman

AAH:ej

ED
ENGR
1 1 '74
TO
[illegible] -expedite

RECEIVED
JUL 10 1974
OFFICE
DIRECTOR of TRANSPORTATION

7976 #- 1P 2P 3P } A 1P 2P } B

Form [illegible] (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Motorist Service Signing ✓

Date August 5, 1974

Highway Pacific (I-5)

Contract No. 7976 ✓

County Six Counties

Prefix 615-1058 ✓

Contractor C & B Olson Construction Co.

F. A. Project No. I-5-1(84)14, 2(76)59 3(94)121, 4(77)193, 5(63)250 ✓

Address 5825 N.W.242nd Avenue, Hillsboro, Oregon 97123

Order No. 3 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill wood sign posts.
Clear as required.
Riprap channel adjacent to post footing.

Location by station numbers:

Throughout project as required.

Estimate of quantities and cost:

Equipment	$500.00
Materials	$500.00
Labor	$500.00
	$1,500.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Project plans did not provide for "breakaway" drilling of wood sign posts.
Clearing required to provide adequate sight distance to some signs.
Riprap required to protect sign post installed in stream channel.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$159,396.90
Present estimate of project cost, including $1,500.00 ✓ for work under this order	$159,396.90
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: ✓
Richard E. Nelson
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended: ✓
Regional Engineer

Approved ✓
Construction Engineer.

SP*67866-734

cc: Zitzewitz
cc: G.L. Green FHWA

AD

7976

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 12, 1974

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Overrun of Project Authorization
Motor Service Signing, I-5
Contract No. 7976

The original authorization was $142,794.35 for this signing project on I-5 (Pacific Highway) from Jackson through Marion Counties. It now appears that the final cost will be $159,396.90, an increase of $16,602.55, or 11.6 percent.

The reason for the overrun is for 12 additional signs added to the contract at the request of the Travel Information Council at an estimated cost of $22,264.

The project utilizes Federal Interstate funding and the added cost will also be Federal participating. I recommend the project authorization be increased to a new total of $159,396.90.

This matter will be on the agenda for your consideration at the July 30 meeting.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
V. L. Gallagher
Alfred Shirley
C. O. Fredrickson
Gary Sund
Bob Whipps
C. T. Keasey

JAB:mk:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
July 3, 1974

FILE:

NOTED
H. S. COULTER

FROM: J. A. Bond
Construction Administration Engineer

SUBJECT: Overrun of Project Authorization
Motor Service Signing
Contract 7976

TO: H. S. Coulter, Assistant
State Highway Engineer

An overrun in the authorization for the subject project is apparent. The original authorization was $142,794.35 for this signing project located from Jackson through Marion Counties, and it now appears that the final cost will be $159,396.90, an increase of $16,602.55 or 11.6 percent.

The reason for the overrun is additional signs added to the contract at the request of the Travel Information Council. The estimated cost for adding the twelve signs is $22,264. Project completion is estimated to be July 31.

The project utilizes Federal Interstate funding and the added cost will also be Federal participating. I recommend the project authorization be increased to a new total of $159,396.90. Rough draft letter to Transportation Commission is attached.

JAB:mk

Att.

cc: V. L. Gallagher

RECEIVED
JUL 8 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 8 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7976

NOTED
615-1058 H. S. COULTER

OREGON STATE
HIGHWAY DIVISION

140 N. Hill St.
Albany, Oregon 97321

REGION 2 ENGINEER
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1974
RE HME RTE
ULE GEO TA FILE

May 31, 1974

C & B Olson Construction Co.
5825 N. W. 242nd Avenue
Hillsboro, Oregon 97123

Re: Motorist Service Signing Project
Contract No. 7976

Dear Mr. Olson,

This will confirm my phone conversation with you during which I expressed concern over the lack of performance on the subject contract.

By the end of the week ending June 1, 1974 only 17 calander days remain in which to complete the work within the specified time.

Although, as mentioned in your letter of May 25th, wet conditions may have hampered progress in certain areas we believe this obstacle is not insurmountable as similar work is under way at this time throughout the state.

To date I have not received a schedule of work as called for by Subsection 108.04 of the Standard Specifications. Your compliance with this requirement is urgently requested.

Very truly yours,

J M Martin
J. M. Martin
Resident Engineer

JMM/rjs

cc: Region

cc Scott Coulter ✓
CT Keasey

RECEIVED
JUN 10 1974
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

#7976 *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 20, 1974

In reply refer to: 10-41-BA

SUBJECT: Oregon Project I-5-1(84)14, et al
Woodburn Interchange-Green Springs Interchange
Motorist Service Signs (Logo)

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By March 12, 1974 letter, Mr. R. L. Schroeder requested the addition and the deletion of certain logo signs on the Interstate 5 logo signing contract currently underway.

The deletion from the project of the food logo sign north and southbound at the Diamond Hill Interchange is approved as is the addition of a lodging logo sign northbound at the South Santiam Interchange. The installation of a lodging logo sign southbound at the Wilsonville Interchange under this contract is found to be in the public interest and its addition is approved.

Adequate space exists for a lodging logo sign northbound at the North Grants Pass Interchange and its installation is approved. The addition of a lodging logo sign southbound at this interchange would require that it be located between the one and two mile advance exit signs. The installation of the southbound logo cannot be approved as it does not meet the criteria set forth in the national standards.

The above approvals for installation under subject project are with the understanding that reasonable price agreements can be negotiated.

E. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
MAR 21 '74
REFER TO
Orig – Schroeder
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | File

cy acj

7976

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February 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
Nos. I-5-1(84)14
I-5-2(76)59
I-5-3(94)121
I-5-4(77)193
I-5-5(63)250

SUBJECT Request Change Order Approval

Contract 7976, Extra Work Order No. 1

Project Motorist Service Signing Project

Highway Pacific

Counties Jackson, Josephine, Douglas, Lane, Linn & Marion

The Order covers furnishing and installing seven additional logo signs at various locations throughout the project. These additional signs were requested by the Travel Information Council.

Attached is a copy of a letter from the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on January 8, 1974.

Your approval as of January 8, 1974 is requested.

Attach.

JK:fr

7976

1-29-74
9:30 a.m.

Scott:

Gerry Wimer phoned in the following information about the Motorist Signing Project (Contract 7976):

It is difficult to contact the contractor, but they will make an effort to contact him tonight to get further information.

The best information to date is (1) the materials will start arriving at the end of February, and (2) once the materials start arriving, the contractor will start installation. The problem is delivery of API specification pipe and extrusions.

The contractor said he would be finished with the basic contract by the specified time. It is possible that one-third of the signs will be functional by June 1.

When Gerry contacts the contractor, he will review the desirability, from a traffic standpoint, to finish the work by Memorial Day.

If appropriate, there would be some advantage to TIC if signs with the most Logo's could be installed first.

Isabel

JSC

1-29-74
cy Wimer

-7976

5

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE January 15, 1974

TO F. B. Klaboe
Administrator and
State Highway Engineer

cy to Jon Yunker
1-15-74

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Motorist Service Signing Project
Contract No. 7976
(Backboards for Logo Signs, I-5)

Listed below are the pertinent facts pertaining to the development of the following:

Motorist Service Signing Project
Contract No. 7976
(Backboards for Logo Signs I-5)

Received Data from Traffic	Spring - 1973
Advanced Plans to E. S. Hunter	July 2, 1973
Received E. S. Hunter Approval	July 13, 1973
Effective date of S.B. 879 enabling Travel Information Council to borrow from Highway	July 22, 1973
Sent Plans to Region for Field Review	August 16, 1973
Revised Plans as per Region Field Data	September 21, 1973
Field Review by Bill Beard (Requiring plan revisions and postponement of project to November letting)	October 19 and 20, 1973
Revised Plans to New Field Data	November 6 - 10, 1973
Final Specifications to Swenson	November 13, 1973
Bids Open	November 29, 1973
Contract Awarded	December 7, 1973

Presently acquiring cross sections for seven additional signs.

cc: E. S. Hunter
H. S. Coulter
Walt Hart
L.E. George

NOTED
F. B. KLABOE

7976 5

December 28, 1973

C & B Olson Construction Co.
3825 N.W. 242nd Avenue
Hillsboro, OR 97123

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7976 for motorist service signing project on the Pacific Highway in six counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc: U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
A. Shirley
Jack Martin

7976

December 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of December 12, 1973 is requested in the award of contract for the Motorist Service Signing Project on the Pacific Highway, Project Nos. I-5-1(84)14; I-5-2(76)59; I-5-3(94)121; I-5-4(77)193 and I-5-6(63)250.

The contractor receiving the award is C and B Olson Construction Co., in the amount $125,810.00 with Contract No. 7976 assigned. This bid was received on November 29, 1973, and awarded December 7, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement I concur in the award.

Date____________________ G. L. Green, Division Engineer

DAR:bb

7976

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December 10, 1973

C & B Olsen Construction Co.
5825 N.W. 242nd Ave.
Hillsboro, OR 97123

Gentlemen:

The Oregon Transportation Commission on December 3, 1973, accepted your proposal for motorist service signing on the Pacific Highway in six counties in the amount of $125,810 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on December 7, 1973, awarded you the project, which has been assigned Contract No. 7976.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 21, 1973.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

js
Enclosures

bc Pacific Builder & Engr., Seattle
Daily Journal of Commerce-Seattle & Portland

C. T. Keasey

Walt Hart
L. H. Young (Attn: V. Gallagher)
C. O. Fredrickson
A. Shirley
Jack Martin
William Geibel

5.

#1776

December 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Motorist Service Signing Project
Oregon Project Nos. I-5-1(84)14;
I-5-2(76)59; I-5-3(94)121;
I-5-4(77)193; I-5-5(63)250

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on November 29, 1973 with C and B Olson Construction Co. of Hillsboro submitting the low bid in the amount of $125,810.00, which is $24,000.00 or 23.5% over our Engineer's estimate of $101,810.00. Three other bids were received in the amounts of $129,754.40; $134,092.00 and $137,141.00.

There are three items on this project that resulted in the major increase of the low bid over our Engineer's estimate. They are as follows:

a. "Temporary Protection and Direction of Traffic" has historically been a difficult item to estimate. It being one of the first lump sum items listed, it is many times high because the contractors need an item to put their mobilization cost in, and rightly so, because it is Highway Division policy not to have a bid item for mobilization on a project with a total estimate less than $200,000 (see attached policy letter). Mobilization usually ranges from 5% to 10% of the contract cost. No mobilization was included in the Engineer's estimate on this project and we believe the $4,200 over our estimate on this item is the mobilization cost and that it is a reasonable amount.

b. "Sign Support Footings" were estimated too low on this project because not enough cost was allowed in our estimate to cover the high cost of the concrete to be placed in small quantities at locations dispersed along a 260-mile construction section. The estimate was based on $200 per cubic yard; total contract quantity is 67.8 cubic yards. We have previously had bids for the same kind of work ranging up to $400 per cubic yard, so we feel the contractor's bid of $238.90 per cubic yard is reasonable in view of the small quantities to be placed at so many different locations.

c. "Breakaway Sign Posts" is another lump sum item where we feel our Engineer's estimate was too low. Our estimate was based on $1.15 per pound whereas the low bidder bid $1.50 per pound. It has now been brought to our attention that zinc is very scarce and the price of poles has risen sharply; also, we have previously had low bids for poles as high as $2.06 per pound. Therefore, we believe this lump sum bid amount is reasonable.

The remaining items in the contract average only 5% above the Engineer's estimate. The project was advertised for three weeks, then pulled and readvertised for an additional two weeks which should have given the project sufficient exposure. The advertising produced bids from four reputable and qualified bidders from as far away as Lynden, Washington; therefore, we feel we would not receive a more favorable bid if the project were readvertised.

We feel we should proceed with this work as soon as possible as the signs are needed by the traveling public to replace the billboard signs that are being eliminated and, further, the Travel Information Council has been assured that the information signs would be erected without delay.

For the above-stated reasons we feel that it is in the public interest to award the contract to the low bidder.

DAR:bb

Attach.
cc: E. S. Hunter
C. T. Keasey
C. G. Swenson
E. L. Johnson
C. E. Layton
W. G. Beard
R. M. Chase

5

AMENDMENT OF 7976

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-21-73

-5-1(84)14 *
STATE PROJECT NO.

MOTOR SERVICE SIGNING

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME JACKSON - JOSEPHINE *
	ITEM NO. I-759 THRU 763	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER
Hunter

DATE PS&E APPROVED OCTOBER 3, 1973	DATE AUTHORIZATION EFFECTIVE NOVEMBER 13, 1973	FEDERAL ROUTE NUMBER INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION: * INCLUDES I-5-2(76)59 JOSEPHINE AND DOUGLAS COUNTIES
I-5-3(94)121 DOUGLAS AND LANE COUNTIES
I-5-4(77)193 LANE, LINN AND MARION COUNTIES
I-5-5(63)250 MARION COUNTY

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

THIS WILL CONFIRM MY VERBAL AUTHORIZATION OF CONCURRENCE THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK AS SOON AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK READVERTISEMENT PERIOD AS REQUESTED IN MR. YOUNG'S NOVEMBER 13, 1973 LETTER.

11-27-73
original & title sheet
to L. H. Young

RECEIVED
NOV 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 11-21-73	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7976

615-1058

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
November 15, 1973

SUBJECT: Corrections of Post Lengths
Motorist Service Signing Project
I-5, Five Counties

To: Mr. Bill Beard
Final Design Section
Salem

Station	Post (L or R)	Type of Support	Post size & Type	Length	Remarks
507&00 SB	L	B. S. P.	4½" O.D. 8.64#/ft	14'-9"	Length was 14'0"
	R	No Change			
105&50 NB	L	B. S. P.	"	12'-3"	" " 12'-0"
	R	"	"	8'-0"	" " 12'-3"
285&00 NB	L	"	"	12'-9"	" " 15'-3"
	R	"	"	5'-0"	" " 7'-6"
156&00 SB	L	"	"	10'-0"	" " 11'-0"
	R	"	"	12'-3"	" " 15'-0"
148&00 SB	L	"	"	10'-9"	" " 10'-0"
	R	"	"	14'-6"	" " 12'-3"
369&00 SB	L	"	6 5/8" O.D. 12.89#/ft	18'-9"	" " 8'-0"
	R	"	"	20'-6"	" " 6'-6"
		Pipe size changed from 4½" O.D. 8.64#/ft			
2068&00 NB	L	"	4½" O.D. 8.64#/ft	13'-3"	" " 15'-9"
	R	"	"	13'-3"	" " 15'-9"
1003&00 SB	L	"	"	10'-0"	" " 7'-6"
	R	"	"	10'-6"	" " 7'-9"
707&67 SB	L	"	"	10'-0"	" " 10'-3"
	R	"	"	12'-0"	" " 11'-9"
1730&00 SB	L	"	"	13'-6"	Same as before.
	R	"	"	14'-0"	Length was 14'-9"

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 16 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Glenn W. Hescock

Glenn W. Hescock

Copy Beard

7976

November 13, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Advertising Authorization
I-5 Motor Service Signing

Authorization is requested to readvertise the following listed projects with a minimum two-week advertising period, for bids to be received on November 29, 1973. Revised plans, specifications and estimates are being furnished for your review.

I-5-1(84)14	Motor Service Signing Project
I-5-2(76)59	Motor Service Signing Project
I-5-3(94)121	Motor Service Signing Project
I-5-4(77)193	Motor Service Signing Project
I-5-5(63)250	Motor Service Signing Project

These projects (one contract) were advertised for three weeks; October 4, 1973 through October 25, 1973, and then removed from the October 25 bid opening because some errors were found in the plans and bid quantities. More accurate information has been incorporated in the plans and specifications which will help the contractors prepare their bids. The errors referred to above, were not of a critical nature; we therefore feel that the two-week advertising period will be sufficient for the contractors to prepare and submit new bids.

We feel it is in the public interest to proceed with this work as soon as possible, as the signs are needed by the traveling public to replace the billboard signs that are being eliminated, and further, the Travel Information Council has been assured that the information signs would be erected without delay.

The October 3, 1973 authorization date and our certifying statements of October 1, 1973 are still in effect. Attached is a copy of our latest advertising information and a copy of a letter to plan holders informing them that bids would not be opened on October 25, 1973.

DAR:dg

Attach.

cc E. S. Hunter
J. H. Versteeg
C. G. Swenson
R. N. Chase

- 7976

5

November 7, 1973

Mr. Alfred A. Hampson, Chairman
Travel Information Council
1324 S. W. 21st Avenue
Portland, Oregon 97201

Dear Mr. Hampson:

I-5

The logo sign installation contract originally scheduled for bid opening in October has been delayed until the November 29 bid opening. This delay was necessary to produce a set of plans which a contractor could accurately use for installation purposes.

A detailed examination of the proposed locations for the logo signs with respect to the existing sign locations in the field gave a last minute indication that some of the logo signs would be in conflict with the spacing standards currently used. Although it was necessary to delay the bid opening several weeks, the improved quality of the plans could save many weeks of installation time after the contract has been awarded. It will also save possible contract cost increases because of confusing data that would have been shown otherwise.

As a matter of interest to you and Scott Montgomery, L. E. George, our Traffic Engineer, indicates that the initial work which establishes the ground work for your experimental logo sign installation, is nearing completion. Some of the basic criteria the Council might wish to consider in setting up the experimental logo sign project should be discussed at the next Travel Information Council meeting.

Although it was not a pleasant action to take, the delay in the I-5 logo contract has enabled us to include several additional new panels that were recently negotiated and which were not in the original set of plans.

The necessary information to program the logo signing project on I-80N is being assembled and will be sent to the Federal Highway Administration within a few days. Preparation of contract plans and specifications will also begin in the near future, anticipating an early bid opening date.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
L. E. George
L. H. Young
R. P. Hamilton
J. L. Sollis
J. H. Versteeg
J. B. Boyd

LEG:kw cm

7776. I-5

Salem, Oregon

October 29, 1973

Gerald Wimer, Region 2 Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Motorist Services Signing Project
[redacted]

As a result of objections raised by the FHWA the subject project was removed from the October 25 bid opening. It has been agreed that the errors and discrepancies in the plans are to be corrected and the project re-advertised for the November 29 bid opening with a two-week ad. In order to accomplish this the final plans and specifications must be completed by November 9.

It is requested that the field work set forth in this letter be performed as fast as possible and delivered to this office not later than November 2. If Mr. Martin is unable to complete the field work by the desired date, it is suggested that assistance from the Region 3 office be requested.

The following field work is requested:

> Cross-sections be taken at the stations listed on the accompanying tabulation.

It is assumed that the advance guide signs are at the stations given. If the advance guide sign is located at a different station, cross-sections should be taken 1,500 feet ahead of the advance sign for the Gas logo, 2,300 feet ahead for the Food logo and 3,100 feet ahead for the Lodging logo.

1 Versteeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
OCT 29 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive: Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

If it is discovered that any of the advance signs are not at the locations indicated, please inform this office of any differences greater than 50 feet.

It is requested that Mr. Martin transmit to this office any cross-sections or field data he already has so that we may begin using it.

Enclosed is a copy of a letter that is being sent to plan holders explaining the action of removing the project.

FET:jh
Encl. (2)
cc: Alfred Shirley
Jack Martin
W. G. Beard

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

[illegible]	Northbound Advance	Gas	Food	Lodging	Southbound Advance	Gas	Food	Lodging	Remarks
12	1633+00 Lt.	(3)1669+12	(2)1677+12	(1)1685+12	1511+00 Rt.	(3)1477+78	(2)1469+78	(1)1461+78	Remove "Speed" signs at 1675+[illegible] Lt. & 1459+[illegible] Lt. & "Emergency Parking" [illegible]
19	[illegible] Lt.	—	—	—	1253+00 Rt.	(6)1227+97	(5)1219+97	—	Remove "Speed" signs at 1232+[illegible] Rt. & Route Shields at 1235+[illegible] Lt.
27	972+00 Lt.	(3)987+00	(2)994+00	(1)1003+00	791+00 Rt.	(3)776+00	(2)768+00	(1)760+00	Move Type "A" sign from 982+00 Lt. to 9[illegible] Lt.; Remove Type "A" sign at
[illegible]	[illegible]	(3) See Remarks	—	—	610+00 Rt.	—	—	—	Install at South end of viaduct [994+00 Lt., "Speed" signs at [illegible] Lt. & "Emergency
32	[illegible]	(3)675+00	(2)683+00	—	522+00 Rt.	(3)507+00	(2)492+00	—	Remove "Emergency Parking at [Parking at 761+[illegible] Rt. and [illegible] Lt.
42	189+00 [illegible]	—	—	(4)220+00	116+00 Rt.	—	—	—	at 488+21 Rt. 676+70 Lt., Type "A" sign at 6[illegible] Lt. & "Speed" signs
58	97+50 Lt.	(3)105+50	(2)113+50	—	1075+75 Rt.	—	—	—	
71	[illegible]	(3)5[illegible]+50	—	—	385+00 Rt.	(6)370+00	—	—	
76	[illegible]+00 Lt.	(3)277+00	—	—	614+00 Rt.	(6)599+00	—	—	
79	111+00 Lt.	(3)126+00	(2)134+00	—	461+00 Rt.	—	—	—	Remove "Speed" signs at 129+[illegible] Lt.
89	501+00 Lt.	—	—	—	411+00 Rt.	(6)396+00			Mount on 4"x6" wood supports
[illegible]	Unknown	1500 ft. 3) in [illegible]	—	—	Unknown	—	—	—	Mount on 4"x6" wood supports
[illegible]	300+50 Lt.	(3) 316+00	(5)324+00	—	171+00 Rt.	(6) 156+00	(5)148+00		Mount northbound signs on 4"x6" wood supports
[illegible]	Unknown	(3) See Remarks	—	—	Unknown	—	—	—	Mount on 6"x6" wood supports at location stated in field
[illegible]5	[illegible]	—	—	—	2438+70 Rt.	(3)2423+00	(2)2415+00	(1)2404+00	
136	1951+00 Lt.	—	—	—	1750+00 Rt.	(3)1734+00	—	(1)1718+00	Remove Type "A" sign at 1730+00 Rt. and "Speed" signs at 17[illegible] Rt.
[illegible]	1092+30 Lt.	(3)1119+45	(2)1127+45	—	970+00 Rt.	(3)955+00	—	—	Remove "Speed" signs at 1115+50 Lt. and 957+[illegible] Rt. & Route Shields at [illegible]
163	Unknown	—	—	—	Unknown	(6) See Remarks	—	—	Mount on 4"x6" wood supports at location stated in field [and 951+50 [illegible]
[illegible]	[illegible]+75 Lt.	(3)782+00	—	(1)798+00	653+00 Rt.	(3)638+00	—	—	Remove Route Shields at 638+74 Rt.
[illegible]	[illegible] Lt.	(3) 377+00	(5) 385+00	—	228+00 Rt.	(3)213+00	(5)205+00		
195	[illegible] Lt.	—	—	—	384+10 Rt.	(9)369+00	(11) 361+00	—	Relocate "Johnson Road" sign above center column on structure
199	317+90 Lt.	(3)323+00	—	—	184+10 Rt.	(3)169+00	—	—	
[illegible]	[illegible]	(3)2466+00	(5)2474+00	—	2342+90 Rt.	(3)2328+00	(5)2320+00		Remove "Slower Traffic" sign at 2478+98 Lt.
[illegible]	[illegible]	(3)2062+00	—	—	1922+00 Rt.	(6)1907+00	—	—	
233	1220+00 Lt.	(3)1235+00	(2)1243+00	—	1077+00 Rt.	—	—	—	
[illegible]	None	—	—	—	1015+00 Rt.	(9)1000+00	—	—	

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1

Interchange	Mile Post	Northbound Distance	Gas	Food	Lodging	Southbound Distance	Gas	Food	Lodging	Remarks
[illegible]	14	1633+00 Lt.	(3) 1669+12	(2) 1677+12	(1) 1685+12	1511+00 Rt.	(3) 1477+78	(2) 1469+78	(1) 1461+78	Remove "Speed" signs at 1675+00 Lt. & 1459+50 Lt. & "Emerg
North Ashland	19	1364+00 Lt.	—	—	—	1253+00 Rt.	(6) 1227+97	(5) 1219+97	—	Remove "Speed" signs at 1232+00 Rt. & Route Shields at
Barnett Road	27	972+00 Lt.	(3) 987+00	(2) 994+00	(1) 1003+00	791+00 Rt.	(3) 776+00	(2) 768+00	(1) 760+00	Move Type "A" sign from 982+00 Lt. to 9[illegible]+50 Lt.; Remove T
Crater Lake	30	735+50 Lt.	(3) See Remarks	—	—	610+00 Rt.	—	—	—	Install at South end of dividers 994+00 Lt., Speed signs at 1
Central Point	33	660+00 Lt.	(3) 675+00	(2) 683+00	—	522+00 Rt.	(3) 507+00	(2) 492+00	—	Remove "Emergency Parking at 676+10 Lt. Parking at 761+9[illegible] Rt. and Type "A" sign at 658+5
[illegible]	40	189+00 Lt.	—	—	(4) 220+00	116+00 Rt.	—	—	—	at 488+21 Rt.
North Grants Pass	58	97+50 Lt.	(3) 105+50	(2) 113+50	—	1075+75 Rt.	—	—	—	
Sunny Valley	71	552+50 Lt.	(3) 568+50	—	—	385+00 Rt.	(6) 370+00	—	—	
Wolf Creek	76	260+00 Lt.	(6) 279+00	—	—	614+00 Rt.	(6) 599+00	—	—	
Canyonville	98	111+00 Lt.	(3) 126+00	(2) 134+00	—	461+00 Rt.	—	—	—	Remove "Speed" signs at 129+88 Lt.
North Canyonville	99	501+00 Lt.	—	—	—	411+00 Rt.	(6) 396+00			Mount on 4"x 6" wood supports
[illegible]	101	Unknown	(3) 1500 ft. in advance	—	—	Unknown	—	—	—	Mount on 4"x6" wood supports
[illegible]	108	300+50 Lt.	(3) 316+00	(2) 324+00	—	171+00 Rt.	(6) 156+00	(5) 148+00		Mount northbound signs on 4"x6" wood supports
Harvard Ave	124	Unknown	(3) See Remarks	—	—	Unknown	—	—	—	Mount on 4"x6" wood supports at location stated
[illegible]	125	2543+00 Lt.	—	—	—	2438+70 Rt.	(3) 2423+00	(2) 2415+00	(1) 2405+00	
[illegible]	136	1951+00 Lt.	—	—	—	1750+00 Rt.	(3) 1734+00	—	(1) 1718+00	Remove Type "A" sign at 1730+00 Rt. and "Speed" si
Rice Hill	148	1082+80 Lt.	(3) 1119+45	(2) 1127+45	—	970+00 Rt.	(3) 955+00	—	—	Remove "Speed" signs at 1115+50 Lt. and 957+92 Rt. & Rou
Curtin	163	Unknown	—	—	—	Unknown	(6) See Remarks	—	—	Mount on 4"x6" wood supports at location stated in
Cottage Grove	174	764+75 Lt.	(3) 782+00	—	(1) 798+00	653+00 Rt.	(3) 638+00	—	—	Remove Route Shields at 638+74 Rt.
Creswell	182	362+00 Lt.	(3) 377+00	(5) 385+00	—	228+00 Rt.	(3) 213+00	(5) 205+00		
[illegible]	195	474+80 Lt.	—	—	—	384+10 Rt.	(9) 369+00	(11) 361+00	—	Relocate "Johnson Road" sign above center column on
Coburg	199	307+80 Lt.	(3) 323+00	—	—	184+10 Rt.	(3) 169+00	—	—	
[illegible]	209	2451+40 Lt.	(3) 2466+00	(5) 2474+00	—	2342+90 Rt.	(3) 2328+00	(5) 2320+00		Remove "Slower Traffic" sign at 2471+98 Lt.
Halsey-Brownsville	216	2053+00 Lt.	(6) 2068+00	—	—	1922+00 Rt.	(6) 1907+00	—	—	
South Santiam	233	1220+00 Lt.	(3) 1235+00	(2) 1243+00	—	1077+00 Rt.	—	—	—	
North Albany	234	None	—	—	—	1015+00 Rt.	(9) 1000+00	—	—	

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

Mile Post	Northbound Advance	Gas	Food	Lodging	Southbound Advance	Gas	Food	Lodging	Remarks
245	746+94 Lt.	—	—	—	733+06 Rt.	(6) 719+00	—	—	
253	420+50 Lt.	—	(5) 444+00	(4) 452+00	195+00 Rt.	—	—	—	
271	1230+00 Lt.	(3) 1247+30	(2) 1257+30	—	1100+00 Rt.	(3) 1085+00	(2) 1077+00	—	Install signs on 6"x6" wood supports if grading not completed

Form E-147

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2

EP*63466-734

Interchange	Mile Post	Northbound Advance	Gas	Food	Lodging	Southbound Advance	Gas	Food	Lodging	Remarks
Hoefer Road	240	746+94 Lt.	—	—	—	733+06 Rt.	(6) 719+00	—	—	
North Santiam	253	420+50 Lt.	—	(5) 444+00	(4) 452+00	195+00 Rt.	—	—	—	
Woodburn	271	1230+00 Lt.	(3) 1247+30	(2) 1257+30	—	1100+00 Rt.	(3) 1085+00	(2) 1077+00	—	Install signs on 6"x6" wood supports if grading not comp.

7976

5

TRAVEL INFORMATION COUNCIL

1324 S.W. 21st AVENUE • PORTLAND, OREGON • 97201 • Phone (503) 226-6786

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
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JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

October 29, 1973

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

I.S.

I was advised that the contract for the erection of the backboards for logo boards was withdrawn from the October bidding. While, I am sure, there are reasons for its being withdrawn, let me call to your attention that the rental from these logo boards is the only source of income which the Travel Information Council receives.

It has been since February when we first requested that the backboards be erected as expeditiously as possible.

We have been charged by the legislature to be self-supporting and are obligated to pay interest on the loan fund which has been set up. Quite naturally the Council will be in financial troubles very soon if the backboards are not erected as soon as possible so that the prepaid rents which we have collected can be earned and so we will be entitled to collect the renewals. The perilous financial situation of the Travel Information Council, as you know, is a matter of deep concern to me.

At the same time we would appreciate having the contract let on the backboards for 80-N.

T.I.C.

Your cooperation in seeing that these are done as expediously as possible will be appreciated.

Sincerely,

Alfred A. Hampson

Alfred A. Hampson
Chairman

AAH:nm

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 30 '73
REFER TO
L E George
FOR
Info ☐ Inves ☐ R/D ☑ P/R ☐ Sign ☐ Act ☐ File ☐

a E J,
R/D

Copy given L E G
11-2-73

7976

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 25, 1973

TO PLAN HOLDERS

FROM ES Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT Motorist Service Signing Project

Errors in the plans and bid quantities for the subject project were called to our attention too late for the issuance of an addendum letter, and it was therefore determined that it would be in the best interest of everyone concerned that bids for this project not be opened and read on October 25.

We will prepare new bidding documents (plans, special provisions and proposals) for this project; hopefully in time to readvertise the project for the November 29, 1973 bid opening. At the time we readvertise the project, it will be necessary for you to order new plans and special provisions.

"Plans Credit Certificates" will be issued to those plan holders that have paid for plans for this project.

We regret having to make this determination and sincerely apologize for any inconvenience this may have caused you.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

TRANSACTION NUMBERS 10-3 THRU 10-7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	10-3-73
BY (Signature)	MR. YOUNG'S AUGUST 30, 1973 LETTER
TITLE	OFFICE ENGINEER

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 759 THRU 763

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
759	I-5-1(84)14	0.0	44,500	41,000	GREEN SPRINGS INTERCHANGE-NORTH GRANTS PASS INTERCHANGE JACKSON & JOSEPHINE COUNTIES	SIGNING (LOGO SIGNS)
760	I-5-2(76)59	0.0	17,600	16,200	N GRANTS PASS INTCH-SHADY INTCH. JOSEPHINE & DOUGLAS COUNTIES	"
761	I-5-3(94)121	0.0	35,000	32,200	SHADY INTCH-JUDKINS POINT SECT. DOUGLAS AND LANE COUNTIES	"
762	I-5-4(77)193	0.0	30,500	28,100	JUDKINS POINT-BATTLE CREEK INTCH. LANE, LINN AND MARION COUNTIES	"
763	I-5-5(63)250	0.0	8,500	7,800	BATTLE CREEK INTCH.-WOODBURN INTERCHANGE SECTION. MARION COUNTY.	"

REMARKS (Division)

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO Orig Hamilton -
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Cy Constn
Asst
Hamilton
Bud George
10-4-73 J

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 10-3-73	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

10-3-73

7976

FORM PR-48
(Rev. 8-71)

GPO 913-690

7976

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

10-3-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

-1(84)14 *

STATE PROJECT NO.
MOTOR SERVICE SIGNING

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-759 THRU 763

COUNTY NAME (SEE BELOW) JACKSON
JOSEPHINE

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
OCTOBER 3, 1973	OCTOBER 3, 1973	INTERSTATE ROUTE I-5 PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:
*INCLUDES I-5-2(76)59 JOSEPHINE AND DOUGLAS COUNTIES
I-5-3(94)121 DOUGLAS AND LANE COUNTIES
I-5-4(77)193 LANE, LINN AND MARION COUNTIES
I-5-5(63)250 MARION COUNTY

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $200.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
E. S. HUNTER

REMARKS

MR. YOUNG'S OCTOBER 1, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-8-73
original & attachment to
L. H. Young

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO Hunter
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-3-73		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

~~Oct 25~~

TRAVEL INFORMATION COUNCIL

310 MORGAN BUILDING
~~1324 S.W. 21st AVENUE~~ • PORTLAND, OREGON • 97204 ~~97201~~ • Phone (503) 222-1024 ~~226-6785~~

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
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JAMES D. TORREY
Vice Chairman
MISS ELIZABETH C. DUCEY
Secretary
GEORGE M. BALDWIN
GARY COKER
HUGH K. COLE, JR.
JERRY V. FINROW
MRS. ROBERT E. FULTON
WILLIAM HEALY
ALEX MURPHY
JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

NOTED
H. S. COULTER

October 1, 1973

Mr. Al Johnson
Deputy State Highway Engineer
Department of Transportation
140 State Highway Building
Salem, Oregon 97310

Dear Al:

As you know, some time ago the Council requested that bids be solicited for the erection of logo backboards on Interstate 5.

It is my understanding that the Highway Division held up the letting of this contract because of a misunderstanding of the Council's request for experimental status to the Federal Highway Administration. In conversations with Bud George, I was informed that all preliminary work had been completed and the contracts would be let forthwith.

Would you please inform me as to the current disposition of the Council's request.

Sincerely,

R Scott Montgomery

R. Scott Montgomery
Project Director

called TIC and advised them that bids have been called for Oct 25 letting
HSC

RECEIVED
OCT 3 1973
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 3 '73
REFER TO
Bud George - Draft
FOR
Info | Lines | R/D | DIR | Sign | Act | File

cy Coulter
aej

7976

5

October 1, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorization Request

P.S. and E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on October 25, 1973.

7976

I-5-1(84)14	Motor Service Signing Project
I-5-2(76)59	Motor Service Signing Project
I-5-3(94)121	Motor Service Signing Project
I-5-4(77)193	Motor Service Signing Project
I-5-5(63)250	Motor Service Signing Project
I-105-4(116)197	7th Ave.-Willamette River Section
F-170(22)	Milton-Freewater - Wash. St. Line Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

DAR:bb

7976

5

September 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Motor Service Signing Projects
Project Nos. I-5-1(84)14
I-5-2(76)59
I-6-3(94)121
I-5-4(77)193
I-5-5(63)250

Complete PS & E documents have been submitted to your department for the subject projects, and accordingly, we are requesting authorization to advertise on September 13, 1973 for bids to be received on September 27, 1973. This is less than the minimum advertising period called for in PPM 21-6.3, but we feel it is in the public interest to take bids on the projects on the abovementioned date because:

(a) The motor service signs are needed now to replace advertising information signs that we are removing at a rapid pace. With a bid opening date of September 27, 1973, and 180 calendar days construction time, the signs will be ready for next summer's tourist season. Any further delay will cause undue hardship on the traveling public.

(b) One sign-installing company was contacted to determine if a reduced advertising period to two weeks would cause any hardship in bidding, and their reply was in the negative.

Our Environmental Section will submit the required EIS on or before September 11, 1973.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility railroad status report.

DAR:dg

7976

5

August 31, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on September 27, 1973.

7976

copies made

I-5-1(84)14	Motor Service Signing Project
I-5-2(76)50	Motor Service Signing Project
I-5-3(94)121	Motor Service Signing Project
I-5-4(77)193	Motor Service Signing Project
I-5-5(63)250	Motor Service Signing Project
I-80N-7(43)303	Campbell St. Interch. (Baker) Section
I-205-7(2)303	Columbia River Bridge Section
T-5002(2)	Wrightman St.-Walker Ave. (Ashland) Section
T-5010(8)	Franklin Blvd. at 11th Ave. (Eugene) Section
ER-239(1)	Bay Ocean Road Slide Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegrated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In Compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

RHC:ed

7976

5

August 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Program Data Submission
"Motorist Service Signing Project"
Pacific Highway (I-5)

We are submitting program data for five (5) Interstate Projects, Items Nos. 759 through 763, which we desire to have included in the Federal-aid Interstate Highway Program.

The work to be done under these projects is to be accomplished by one contract. It is our present intention to receive bids for these projects on September 27, 1973.

"Design Approval" for these projects was considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

"Public Hearings" for these projects are not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted, as a separate action, under the provisions of PPM 90-1.

These projects are exempt from State Clearinghouse and Districts 8, 6, 5, 4 and 3 Clearinghouse reviews and comments under working agreements dated 4-28-70, 12-1-70, 5-28-71, 9-22-70, 8-7-70 and 10-15-70, respectively.

Encl.

JG:jb

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-30-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Ashland, N. 44.0 Mi.		12,400	24,900	93	10	Oregon	35	042	759

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(Logo Signs)								I-	5-1	(84)	14	

FUNDS Interstate

EA

COUNTY NAME Jackson & Josephine CODE 029 033

ROUTE NO. I FEDERAL-AID I-5 STATE 1 U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Ashland, N. 44.0 Mi.						Inst. footings, posts & panels for mounting motor service signs (Logo Signs).
ROW								
CONST (CODE) Y002		"Green Springs Int.- N. Grants Pass Int. Sec." (MP 14 to MP 59) See Note (1) reverse side	0.0	44,500	41,000	3,500		
EC BY		PROJECT TOTALS	0.0	44,500	41,000	3,500		

ESTIMATED PROJECT COST BY PHASES

M APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

8-30-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Ashland, N. 44.0 Mi. 21 65	ADT	PRESENT 12,400	FUTURE 24,900 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon	ST CO (2

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Signing (Logo Signs) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER 5-1 7	SEQ (8

CARD 4	CLASS OF FEDERAL FUNDS Interstate			COUNTY NAME Jackson & Josephine		029	CODE 033 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		I-5 Ashland, N. 44.0 Mi.						Ins & p mot (Lo
5					**ROW**								
5					**CONST** (CODE) Y002		"Green Springs Int.- N. Grants Pass Int. Sec." (MP 14 to MP 59) See Note (1) reverse side	0.0	44,500	41,000	3,500		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	44,500	41,000	3,500	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

USC

GREEN SPRINGS INTCHGE.-N. GRANTS PASS INTCHGE. SECTION

PROJECT NO. I-5-1(84)14

e project consists of installing footings, posts and s, at designated locations tabulated below, for mount-gns to give the traveling public specific service able on the crossroad at or near the interchange.

nterchange	Intchge. Mile Post
een Springs	14
rth Ashland	19
rnett Road	27
ater Lake	30
ntral Point	32
ne Creek	40
Grants Pass	58

roval: Exempt from State and District & Clearinghouse nts under working agreements dated April 28, 1970 and respectively.

None required under provisions of paragraph 6(c) of

Considered given by FHWA when the national standards us and Criteria for Official Highway Signs within -of-Way Giving Specific Service Information for the were issued January 17, 1969, as Part 22, Chapter I of Federal Regulations. FHWA concurred by Memorandum , 1972.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-5-2(76)59, I-5-3(94)121, I-5-4(77)193 and I-5-5(63)250. The overall contract will be known as "Motorist Service Signing Project", Pacific Highway (I-5).

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are to be covered in the environmental statement.

(3) The project lies within Congressional District No. 4.

Data for PR-37:

Jackson Co. - - - - - - - - - - - - - - Estimated Cost $40,500
Josephine Co. - - - - - - - - - - - - - Estimated Cost $ 4,000

GREEN SPRINGS INTCHGE.-N. GRANTS PASS INTCHGE. SECTION

PROJECT NO. I-5-1(84)14

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Green Springs	14
North Ashland	19
Barnett Road	27
Crater Lake	30
Central Point	32
Kane Creek	40
N. Grants Pass	58

Clearinghouse Approval: Exempt from State and District 8 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

Requirements of PPM 90-1: Environmental statement being
separate action.

NOTE: (1) The work under this project is to be accompl
same contract with Projects I-5-2(76)59, I-5-3(94
I-5-4(77)193 and I-5-5(63)250. The overall contr
known as "Motorist Service Signing Project", Pac
(I-5).

(2) The seven items set forth in paragraph 4b o
that are applicable to the proposed project are
in the environmental statement.

(3) The project lies within Congressional Distr

Data for PR-37:

Jackson Co. - - - - - - - - - - - - - - Estimated
Josephine Co. - - - - - - - - - - - - - Estimated

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

8-30-73

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 N. Grants Pass Intchge., N. 62.0 Mi.		9,700	19,800	93	10	Oregon	35	042	760

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
go Signs)								I-	5-2	(76)	59

FUNDS
Interstate

EA

COUNTY NAME: Josephine & Douglas
CODE: 033 | 019

ROUTE NO. I
FEDERAL - AID: I-5
STATE: 1
U.S.: I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 N. Grants Pass Intchge., N. 62.0 Mi.						Inst. footings, posts & panels for mounting motor service signs (Logo Signs).
ROW								
CONST (CODE) Y002		"N. Grants Pass Int.-Shady Int. Sec." (MP 59 to MP 121) See Note (1) reverse side	0.0	17,600	16,200	1,400		
		PROJECT TOTALS	0.0	17,600	16,200	1,400		

RED BY

AM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

8-30-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 N. Grants Pass Intchge., N. 62.0 Mi. 21 65	ADT	PRESENT 9,700	FUTURE 19,800 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon	STAT CODE 35 (2)

										PROJECT NUMBER		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Signing (Logo Signs) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) I- 14 23	NUMBER 5-2 7	SEQ. N (76)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Josephine & Douglas		CODE 033 019	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37) (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 N. Grants Pass Intchge., N. 62.0 Mi.						Inst. & pan motor (Logo
5					ROW								
5					CONST (CODE) Y002		"N. Grants Pass Int.-Shady Int. Sec." (MP 59 to MP 121) See Note (1) reverse side	0.0	17,600	16,200	1,400		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	17,600	16,200	1,400	
4	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

USCOM

N. GRANTS PASS INTCHGE.-SHADY INTCHGE. SECTION

PROJECT NO. I-5-2(76)59

e project consists of installing footings, posts and s, at designated locations tabulated below, for mount- gns to give the traveling public specific service able on the crossroad at or near the interchange.

nterchange	Intchge. Mile Post
nny Valley	71
lf Creek	76
nyonville	98
Canyonville	99
akum Road	101

roval: Exempt from State, Districts 8 and 6 Clearing- comments under working agreements dated April 28, 1970 and May 28, 1971, respectively.

None required under provisions of paragraph 6(c) of

Considered given by FHWA when the national standards ds and Criteria for Official Highway Signs within -of-Way Giving Specific Service Information for the were issued January 17, 1969, as Part 22, Chapter I of Federal Regulations. FHWA concurred by Memorandum , 1972.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-5-1(84)14, I-5-3(94)121, I-5-4(77)193 and I-5-5(63)250. The overall contract will be known as "Motorist Service Signing Project", Pacific Highway (I-5).

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are to be covered in the environmental statement.

(3) The project lies within Congressional District No. 4.

Data for PR-37:

Josephine Co. - - - - - - - - - - - - - Estimated Cost $ 5,800
Douglas Co. - - - - - - - - - - - - - - Estimated Cost $11,800

N. GRANTS PASS INTCHGE.-SHADY INTCHGE. SECTION

PROJECT NO. I-5-2(76)59

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Sunny Valley	71
Wolf Creek	76
Canyonville	98
N. Canyonville	99
Yoakum Road	101

Clearinghouse Approval: Exempt from State, Districts 8 and 6 Clearinghouse reviews and comments under working agreements dated April 28, 1970, December 1, 1970 and May 28, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

Requirements of PPM 90-1: Environmental statement being
separate action.

NOTE: (1) The work under this project is to be accompl
the same contract with Projects I-5-1(84)14, I-5-3
I-5-4(77)193 and I-5-5(63)250. The overall contra
be known as "Motorist Service Signing Project", Pa
Highway (I-5).

(2) The seven items set forth in paragraph 4b of
that are applicable to the proposed project are to
in the environmental statement.

(3) The project lies within Congressional Distric

Data for PR-37:

Josephine Co. - - - - - - - - - - - - - Estimated C
Douglas Co. - - - - - - - - - - - - - - Estimated C

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

8-30-73

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 4.3 Mi. S. Roseburg, N. 72.0 Mi.		12,500	25,800	93	10	Oregon	35	042	761

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(Logo Signs)								I-	5-3	(94)	121	

FUNDS: Interstate

EA

COUNTY NAME	Douglas & Lane	019	CODE 039	PROGRAM STAGE
ROUTE NO. 1	FEDERAL-AID I-5	STATE 1	U.S. I-5	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 4.3 Mi. S. Roseburg, N. 72.0 Mi.						Inst. footings, posts & panels for mounting motor service signs (Logo Signs).
ROW								
CONST (CODE) Y002		"Shady Int.-Judkins Point Sec." (MP 121 to MP 193) See note (1) reverse side	0.0	35.000	32,200	2,800		
ARED BY		PROJECT TOTALS	0.0	35,000	32,200	2,800		

RAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

8-30-73

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 I-5 4.3 Mi. S. Roseburg, N. 72.0 Mi.	ADT	PRESENT 12,500	FUTURE (66) (70) 25,800	YEAR (71) (72) 93	REGION 10	STATE NAME Oregon	STAT CODE (2) 35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Signing (Logo Signs)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTHYR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23 I-	NUMBER 7 5-3	SEQ. NO (94)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas & Lane		019	CODE (16) 039
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID (32) I-5	STATE (36) 1	U.S. (37) (41) I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		I-5 4.3 Mi. S. Roseburg, N. 72.0 Mi.						Inst. & pan motor (Logo
5					**ROW**								
5					**CONST** (CODE) Y002		"Shady Int.-Judkins Point Sec." (MP 121 to MP 193) See note (1) reverse side	0.0	35.000	32,200	2,800		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	35,000	32,200	2,800	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

USCOM

SHADY INTCHGE.-JUDKINS POINT SECTION

PROJECT NO. I-5-3(94)121

The project consists of installing footings, posts and nels, at designated locations tabulated below, for mount- signs to give the traveling public specific service ailable on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Harvard Ave.	124
Garden Valley Rd.	125
Sutherlin	136
Rice Hill	148
Curtin	183
Cottage Grove	174
Creswell	182

Approval: Exempt from State, Districts 6 and 5 Clearing- and comments under working agreements dated April 28, 1971 and September 22, 1970, respectively.

s: None required under provisions of paragraph 6(c) of

l: Considered given by FHWA when the national standards ndards and Criteria for Official Highway Signs within hts-of-Way Giving Specific Service Information for the ic) were issued January 17, 1969, as Part 22, Chapter I Code of Federal Regulations. FHWA concurred by Memorandum 15, 1972.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-5-1(84)14, I-5-2(76)59, I-5-4(77)193 and I-5-5(63)250. The overall contract will be known as "Motorist Service Signing Project", Pacific Highway (I-5).

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are to be covered in the environmental statement.

(3) The project lies within Congressional District No. 4.

Data for PR-37:

Douglas Co. - - - - - - - - - - - - - -	Estimated Cost $20,600
Lane Co. - - - - - - - - - - - - - - - -	Estimated Cost $14,400

SHADY INTCHGE.-JUDKINS POINT SECTION

PROJECT NO. I-5-3(94)121

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Harvard Ave.	124
Garden Valley Rd.	125
Sutherlin	136
Rice Hill	148
Curtin	183
Cottage Grove	174
Creswell	182

Clearinghouse Approval: Exempt from State, Districts 6 and 5 Clearinghouse reviews and comments under working agreements dated April 28, 1970, May 28, 1971 and September 22, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

Requirements of PPM 90-1: Environmental statement be
as a separate action.

NOTE: (1) The work under this project is to be accom
the same contract with Projects I-5-1(84)14, I-
I-5-4(77)193 and I-5-5(63)250. The overall con
be known as "Motorist Service Signing Project",
Highway (I-5).

(2) The seven items set forth in paragraph 4b
that are applicable to the proposed project are
in the environmental statement.

(3) The project lies within Congressional Dist

Data for PR-37:

Douglas Co. - - - - - - - - - - - - - - - Estimatec
Lane Co. - - - - - - - - - - - - - - - - Estimatec

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-30-73

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Eugene, N. 57.0 Mi.		20,400	42,200	93	10	Oregon	35	042	762

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ogo Signs)								I-	5-4	(77)	193

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Lane, Linn & Marion 039,043	047	☐ 1 OR ☒ 2

REA

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Eugene, N. 57.0 Mi.						Inst. footings, posts & panels for mounting motor service signs (Logo Signs).
ROW								
CONST (CODE) Y002		"Judkins Point-Battle Creek Int. Sec." (MP 193 to MP 250) See Note (1) reverse side	0.0	30,500	28,100	2,400		
ED BY		PROJECT TOTALS	0.0	30,500	28,100	2,400		

ESTIMATED PROJECT COST BY PHASES

AM APPROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

8-30-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Eugene, N. 57.0 Mi. 21 65	ADT	PRESENT 20,400	FUTURE 42,200 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Signing (Logo Signs) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-4 7	SEQ. NO. (77) 13

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lane, Linn & Marion		039,043	CODE 047 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 Eugene, N. 57.0 Mi.						Inst. f & panel motor s (Logo S
5					ROW								
5					CONST (CODE) Y002		"Judkins Point-Battle Creek Int. Sec." (MP 193 to MP 250) See Note (1) reverse side	0.0	30,500	28,100	2,400		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	30,500	28,100	2,400	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

USCOMM

JUDKINS POINT-BATTLE CREEK INTCHGE. SECTION

PROJECT NO. I-5-4(77)193

project consists of installing footings, posts and , at designated locations tabulated below, for mountns to give the traveling public specific service ble on the crossroad at or near the interchange.

nterchange	Intchge. Mile Post
Line Road	195
rg	199
ond Hill	209
ey-Sweet Home	216
h Santiam	233
h Albany	234
er Road	240

oval: Exempt from State, Districts 5, 4 and 3 Clearnd comments under working agreements dated April 28, , 1970, August 7, 1970 and October 15, 1970, respec-

None required under provisions of paragraph 6(c) of

Considered given by FHWA when the national standards s and Criteria for Official Highway Signs within of-Way Giving Specific Service Information for the were issued January 17, 1969, as Part 22, Chapter I of Federal Regulations. FHWA concurred by Memorandum 1972.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-5-1(84)14, I-5-2(76)59, I-5-3(94)121 and I-5-5(63)250. The overall contract will be known as "Motorist Service Signing Project", Pacific Highway (I-5).

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are to be covered in the environmental statement.

(3) The project lies within Congressional District No. 2 (43%) and 4 (57%).

Data for PR-37:

Lane Co. - - - - - - - - - - - - - - - - - Estimated Cost $ 8,800
Linn Co. - - - - - - - - - - - - - - - - - Estimated Cost $21,700
Marion Co. - - - - - - - - - - - - - - - - Estimated Cost - -

JUDKINS POINT-BATTLE CREEK INTCHGE. SECTION

PROJECT NO. I-5-4(77)193

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Belt Line Road	195
Coburg	199
Diamond Hill	209
Halsey-Sweet Home	216
South Santiam	233
North Albany	234
Hoefer Road	240

Clearinghouse Approval: Exempt from State, Districts 5, 4 and 3 Clearinghouse reviews and comments under working agreements dated April 28, 1970, September 22, 1970, August 7, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

Requirements of PPM 90-1: Environmental statement being s
separate action.

NOTE: (1) The work under this project is to be accomplis
the same contract with Projects I-5-1(84)14, I-5-2(
I-5-3(94)121 and I-5-5(63)250. The overall contrac
be known as "Motorist Service Signing Project", Pac
Highway (I-5).

(2) The seven items set forth in paragraph 4b of I
that are applicable to the proposed project are to
in the environmental statement.

(3) The project lies within Congressional District
(43%) and 4 (57%).

Data for PR-37:

Lane Co. - - - - - - - - - - - - - - - - - Estimated Co
Linn Co. - - - - - - - - - - - - - - - - - Estimated Co
Marion Co. - - - - - - - - - - - - - - - - Estimated Co

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-30-73

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Salem, N. 21.0 Mi.		24,400	50,800	93	10	Oregon	35	042	763

OPOSED WORK (35 typewriter	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ogo Signs)								I-	5-5	(63)	250

FUNDS: Interstate

EA

COUNTY NAME			CODE
Marion			047
ROUTE NO. I	FEDERAL-AID I-5	STATE 1	U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Salem, N. 21.0 Mi.						Inst. footings, posts & panels for mounting motor service signs (Logo Signs).
ROW								
CONST (CODE) Y002		"Battle Cr. Int.-Woodburn Int. Sec." (MP 250 to MP 271) See Note (1) reverse side	0.0	8,500	7,800	700		
RED BY		PROJECT TOTALS	0.0	8,500	7,800	700		

AM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMEN
BUREAU OF

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 6-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-30-73

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1 (19) (20)	I-5 Salem, N. 21.0 Mi. 21 65	ADT	24,400	50,800 (66) (70)	93 (71) (72)	10	Oregon	35 (2) (3)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.
3	Signing (Logo Signs) 28 62	(63) (65)	(66) (68)	(69)	(70)	(71) (72)	(73) (74)	(75) 14	I- 23	5-5 7	(63) 13

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE	PRO
4	Interstate	Marion	047 (14) (16)	

NAME OF URBAN AREA 17-31

ROUTE NO. I | FEDERAL-AID I-5 (32) | STATE 1 (36) | U.S. (37) I-5 (41) | ☐

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PROP (Full
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 Salem, N. 21.0 Mi.						Inst. f & panels motor se (Logo S
5					ROW								
5					CONST (CODE) Y002		"Battle Cr. Int.-Woodburn Int. Sec." (MP 250 to MP 271) See Note (1) reverse side	0.0	8,500	7,800	700		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	8,500	7,800	700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS

USCOMM

BATTLE CREEK INTCHGE.-WOODBURN INTCHGE. SECTION

PROJECT NO. I-5-5(63)250

e project consists of installing footings, posts and s, at designated locations tabulated below, for mount- gns to give the traveling public specific service able on the crossroad at or near the interchange.

nterchange	Intchge. Mile Post
rth Santiam	253
odburn	271

roval: Exempt from State and District 3 Clearinghouse nts under working agreements dated April 28, 1970 and , respectively.

None required under provisions of paragraph 6(c) of

Considered given by FHWA when the national standards rds and Criteria for Official Highway Signs within s-of-Way Giving Specific Service Information for the) were issued January 17, 1969, as Part 22, Chapter I e of Federal Regulations. FHWA concurred by Memorandum , 1972.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-5-1(84)14, I-5-2(76)59, I-5-3(94)121 and I-5-4(77)193. The overall contract will be known as "Motorist Service Signing Project", Pacific Highway (I-5).

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are to be covered in the environmental statement.

(3) The project lies within Congressional District No. 2.

BATTLE CREEK INTCHGE.-WOODBURN INTCHGE. SECTION

PROJECT NO. I-5-5(63)250

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
North Santiam	253
Woodburn	271

Clearinghouse Approval: Exempt from State and District 3 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

Requirements of PPM 90-1: Environmental statement being s
separate action.

NOTE: (1) The work under this project is to be accomplis
the same contract with Projects I-5-1(84)14, I-5-2(
I-5-3(94)121 and I-5-4(77)193. The overall contrac
be known as "Motorist Service Signing Project", Pac
Highway (I-5).

(2) The seven items set forth in paragraph 4b of
that are applicable to the proposed project are to
in the environmental statement.

(3) The project lies within Congressional Distric

7976

5-10-73

H. Scott Coulter

Waivered Billboards. —
Total No. — 1260 (approx)
Letters sent offering free lease if
deeded to state. — about 450
Returns from about 300 incl. the
major sign cos. — Some letters that we
are responding to also. — 33 people have
removed signs. — Inference from this
is that perhaps 150 signs will have to
be removed. —

LOGO Program. —
Have approved locations on I-5 & I-80N
Field info complete on both. —
Bridge is working on design for I-5 (about 25
interchanges) - Ability of TIC to finance is
critical. - Job could be split to fit
available financing. —
Sign removal program - in hands of field
R/W people. —

7976

MAY 10 1973

3'

Mr. Alfred A. Hampson, Chairman
Travel Information Council
Public Service Building
Portland, Oregon 97204

Dear Al:

In response to your February 27 letter, a meeting between Highway personnel and Council staff was held March 28 to discuss ways and means to implement the "Logo" sign installations. The main hang-up at this time is a method of obtaining the financing for the program.

Mr. A. E. Johnson, Deputy Highway Engineer, has been negotiating with Jon Yunker, Budget Division, in an attempt to secure financing under the Highway budget in order to assist the Council with this program. Mr. Yunker has just reported that he has been informed by the Ways and Means Subcommittee that the Travel Information Council must have the eight percent participation in their account prior to contracting a project. The Subcommittee also stated that if the 92 percent Federal participation comes out of Highway apportionment, the Travel Information Council will be required to return that amount to the Highway Division.

On Interstate projects, the 92 percent participation for logo signs is out of our apportionment but is considered as additional money since the Interstate projects are to be a completed system. This is not true of our Primary system. On the Primary highways, the Federal participation will come out of our apportionment and, according to the Ways and Means Subcommittee, will have to be repaid by the Travel Information Council.

They suggest that all logos, Primary and Interstate, should be charged the same and that the Travel Information Council should be building up a reserve to repay the Federal portion on Primary highways in the future.

With respect to the three specific items mentioned in your letter:

1. The contract was let for the logo boards at Wilsonville and Corvallis-Lebanon interchanges; however, the contractor is now in an overrun period so we should see these signs erected soon.
2. L. E. George, Traffic Engineer, Scott Montgomery, and E. E. Beckman have met and reviewed all interchanges along I-5 for additional logo sign installations.
3. The Traffic Section has worked up the necessary information and will turn it over to the Design Section for the preliminary work prior to letting a contract for logo signs at 25 approved interchanges along I-5.

Hopefully, the necessary funding and contracting will proceed in an orderly fashion including the provision for a revolving fund as suggested in your second February 27 letter. It is our understanding that the Travel Information Council budget does not include the $100,000 revolving fund mentioned in this letter and it may be appropriate to modify your budget in the event that the appropriate legislation is passed to provide such a revolving fund.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
J. B. Boyd
L. E. George
R. P. Hamilton

EEB:lh/AEJ:ja kw

TRAVEL INFORMATION COUNCIL

1324 S.W. 21st AVENUE • PORTLAND, OREGON • 97201 • Phone (503) 226-6786

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STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

27 February, 1973

Mr. George Baldwin, Administrator
Oregon Highway Division
Salem, Oregon

Dear George,

Last fall we met together with Glenn Jackson and with the prior concurrence of Bob Davis agreed to accelerate the construction and installation of backboards for gas, food, and lodging logo signs. Also, agreement was reached that the 8% state's share of the cost would come out of the Highway Division sign budget as Tom Edwards had announced it would be in 1971.

Subsequently, Dick Turner, Scott Montgomery and I met with A.E. Johnson, Bob Hamilton and E.E. Beckman in Salem and all agreed to push for early erection of the backboards and logo signs.

At this point in time we all thought that the billboard removal compensation formula was a fait accompli and anticipated rapid removal, hence, the urgent need for logo signs and backboards.

Since the removal program was held in abeyance by the Emergency Board in October, our logo sign program, too, has been in limbo. Now, once again, as an agreement has been reached for billboard removal, is the time for action on the logo sign program.

Further, we need income from the logo sign program at the earliest possible date to support our efforts.

RECEIVED
MAR 19 1973
H. S. COULTER
Office of
Assistant State Highway Engineer

As chairman of the Travel Information Council, I respectfully request that the logo sign program be implemented as follows:

1. Immediate letting of the construction/installation contract for 5 food and/or lodging logo backboards, (4 at Corvallis/Lebanon interchange, 1 at Wilsonville). This contract has been delayed four months because it was combined with a large contract now in dispute on specifications.

2. Instruct your permit section, R.P. Hamilton and E.E. Beckman, to analyze each of the 93 interchanges on I-5 and 80N (approved Dec. 1, 1972) as to the size (12'x8' or 12'x5') of gas, food, lodging backboards needed at each interchange to accomodate the maximum number of service facilities presently at each interchange.

3. Obtain bids and let contracts for these backboards described in (2) at the earliest possible date. We suggest obtaining bids in four weeks, letting contracts in six.

To date we have received 98 applications for logo signs for the 93 approved interchanges mentioned in (2) above, totalling $19,110 for the first years rental. This week our Travel Information Council staff is going to the field to sign up the remaining gas, food and lodging facilities on our interstate highways. We expect to sign up to 200 additional logo sign applications in this next concerted effort. We want the backboard construction program to go forward concurrently so there will be no further delay in installation when all have been signed up and inspected as to qualifying.

May I hear from you as to what action will be taken on the above request. Thank you for your continued support of this vital state program.

Sincerely,

Alfred A. Hampson,
Chairman

AAH:sw
CC: Glenn Jackson, Bob Davis

TRAVEL INFORMATION COUNCIL

1324 S.W. 21st AVENUE • PORTLAND, OREGON • 97201 • Phone (503) 226-6786

TOM McCALL
GOVERNOR

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MRS. ROBERT E. FULTON
WILLIAM HEALY
ALEX MURPHY
JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

27 February, 1973

George Baldwin
Administrator
Oregon Highway Division
Highway Building
Salem, Oregon

Dear George,

As you know the Travel Information Council has had serious cash flow problems during the past year. Although we are currently in the black the nature of the revenues generated by the Logo Program are such that it will be necessary for the Council to be in a deficit position for portions of the coming bienium.

During our current fiscal year the Council has been able to operate within the confines of ORS 377.825, which stipulates that the Council be self-supporting and not place its subaccount in a deficit position, by asking the consultants that were retained to carry the deficit until such time as monies were available to pay their fee. This has proven to be an unsatisfactory position to both the Turner Group and the Council.

As it appears that agreement between the state and Outdoor Advertising companies is at hand, the Council must proceed with all due speed to provide alternative forms of identification or advertising to travel oriented businesses. ORS 377.825 provides for the development of Sign Plazas with telephone reservation systems and the development of a motorist information system for primary and secondary highways, as well as the interstate logo system. These programs will be the first in the nation and, lacking federal guidelines, much research remains to be done before operational systems can be developed.

RECEIVED
MAR 19 1973
H. S. COULTER
Office of
Assistant State Highway Engineer

Needless to say, research in these areas is costly and will result in the Council's being in a deficit position until such time as construction is completed and subscribers obtained.

After exploratory conversations with both Sen. Jason Boe and Commissioner Glenn Jackson it has been determined that the situation can be corrected by additional legislation that will provide a $100,000 revolving line of credit against Highway Trust funds from which the Council may borrow sufficient monies to cover operating costs. These monies would be repaid from TIC subaccount revenues, as available, and would be subject to an appropriate interest rate.

The Council requests that you provide in your budget for a revolving fund from which the Council may borrow for the 1973-75 fiscal year. Appropriate legislation will be drafted and introduced through Senator Boe.

Sincerely,

Al

Alfred A. Hampson,
Chairman

AAH:sw

7976

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE April 12, 1973

TO Walt Hart,
Bridge Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Interchange Locations for
Logo Signs

NOTED
A. E. JOHNSON

Attached is a listing of interchange locations at which contract plans and specifications should be prepared for logo sign installations. The size of each sign is also shown in the tabulation. Under the column "Number Applied For", the figures represent the actual logos, not a complete sign installation. The sizes of the signs were worked out by this office, the Permit Section, and Scott Montgomery. I am also sending a set of sketch plans showing the same information listed in the tabulation.

It is my understanding that plans and specifications should be prepared for a bid opening in a manner that will permit dividing the project into several sections or with the option of having only one project for the entire length. It is also my understanding that there is a question of funding for this work and that bids should not be called for until financing has been approved.

LEG:pb

Attachment

cc: A. E. Johnson ✓
E. S. Hunter
H. S. Coulter
Bob Hamilton

RECEIVED
STATE HWY ENGR
APR 12 '73
REFER TO
FOR

Info	Inves	RID	DIR	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
March 1973

INTERSTATE 5 INTERCHANGE

LOGO SIGNING

		No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Locations						
		Northbound			Southbound			Northbound			Southbound			Northbound			Southbound			
egend	Mile-post	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Remarks
ings	14.17	2		1	1		1	8X12		8X12	8X12		8X12	x	x	x	x	x	x	
land	19.10				1	1					5X12	5X12					x	x		
oad	27.58	2	2	1	3	2	1	8X12	8X12	8X12	8X12	8X12	8X12	x	x	x	x	x	x	
ke	30.29	2			1			8X12						x	x	x				
oint	32.75	2	1		1	1		8X12	8X12		8X12	8X12		x	x	x	x	x		
k	40.83			1						5X12				x	x	x	x	x	x	
nts Pass	58.18	3			1			8X12						x	x	x				
ley	71.39	1			1			5X12			5X12			x	x	x	x	x	x	
k	76.60	1			1			5X12			5X12			x	x	x	x	x	x	/1
le	98.28	1						8X12						x	x	x				
yonville	99.53	1			1						5X12						x	x	x	/1 /2
	101.33	1			1			5X12						x						/2
. Myrtle Cr.)	103.95	1	1		1	1		5X12	5X12		5X12	5X12		x	x	x	x	x	x	/2 (NBD)

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
March 1973

INTERSTATE 5 INTERCHANGE

LOGO SIGNING

		No. Applied For						Size to be Installed (In Ft.)						FHWA Approved L			
		Northbound			Southbound			Northbound			Southbound			Northbound			S
Legend	Mile-post	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas
Green Springs	14.17	2		1	1		1	8X12		8X12	8X12		8X12	x	x	x	x
North Ashland	19.10				1	1					5X12	5X12					x
Barnett Road	27.58	2	2	1	3	2	1	8X12	8X12	8X12	8X12	8X12	8X12	x	x	x	x
Crater Lake	30.29	2			1			8X12						x	x	x	
Central Point	32.75	2	1		1	1		8X12	8X12		8X12	8X12		x	x	x	x
Kane Creek	40.83			1						5X12				x	x	x	x
North Grants Pass	58.18	3			1			8X12						x	x	x	
Sunny Valley	71.39	1			1			5X12			5X12			x	x	x	x
Wolf Creek	76.60	1			1			5X12			5X12			x	x	x	x
Canyonville	98.28	1						8X12						x	x	x	
North Canyonville	99.53	1			1						5X12						x
Yoakum	101.33	1			1			5X12						x			
Riddle (S. Myrtle Cr.)	103.95	1	1		1	1		5X12	5X12		5X12	5X12		x	x	x	x

Legend	Mile-post	No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Locations						Remarks
		Northbound			Southbound			Northbound			Southbound			Northbound			Southbound			
		Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	
Avenue	124.14	2			1			8X12						x						/2
alley	125.08	1		1	2	1	1				8X12	8X12	8X12				x	x	x	
n	136.52	1			3		1				8X12		8X12				x	x	x	
l	148.21	1	1		1			8X12	8X12		8X12			x	x	x	x			
	163.44				1						5X12						x	x	x	/2
Grove	174.74	1		1	1			8X12		8X12	8X12			x	x	x	x			
	182.83	2	1		2	1		8X12	5X12		8X12	5X12		x	x	x	x	x	x	
. (McVay)	189.87	1			1															
e Road	195.45				1	1					8X12	5X12					x	x	x	
	199.15	3			3			8X12			8X12			x	x	x	x	x	x	
Hill	209.06	3	1	1	3	1	1	8X12	5X12		8X12	5X12		x	x	x	x	x	x	
weet Home	216.57	1			1			5X12			5X12			x	x	x	x	x	x	
s-Lebanon	228.09	5	1		5	1								x	x	x	x	x	x	/4 /3
ntiam	233.23	1	1			1		8X12	8X12					x	x	x				
bany	234.23		1		1	1					8X12			x						
reek	235.67	1			1									x	x		x	x	x	/4
oad	240.20				1						5X12						x	x		

Legend	Mile-post	No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Loc			
		Northbound			Southbound			Northbound			Southbound			Northbound			Sou
		Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas
Harvard Avenue	124.14	2			1			8X12						x			
Garden Valley	125.08	1		1	2	1	1				8X12	8X12	8X12				x
Sutherlin	136.52	1			3		1				8X12		8X12				x
Rice Hill	148.21	1	1		1			8X12	8X12		8X12			x	x	x	x
Curtin	163.44				1						5X12						x
Cottage Grove	174.74	1		1	1			8X12		8X12	8X12			x	x	x	x
Creswell	182.83	2	1		2	1		8X12	5X12		8X12	5X12		x	x	x	x
30th Ave. (McVay)	189.87	1			1												
Belt Line Road	195.45				1	1					8X12	5X12					x
Coburg	199.15	3			3			8X12			8X12			x	x	x	x
Diamond Hill	209.06	3	1	1	3	1	1	8X12	5X12		8X12	5X12		x	x	x	x
Halsey-Sweet Home	216.57	1			1			5X12			5X12			x	x	x	x
Corvallis-Lebanon	228.09	5	1		5	1								x	x	x	x
South Santiam	233.23	1	1			1		8X12	8X12					x	x	x	
North Albany	234.23		1		1	1					8X12			x			
Murder Creek	235.67	1			1									x	x		x
Hoefer Road	240.20				1						5X12						x

		No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Locations						
		Northbound			Southbound			Northbound			Southbound			Northbound			Southbound			
Legend	Mile-posts	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Remarks
e-Turner	248.41	1			1									x	x	x	x	x	x	/4
ntiam	253.88		1	1		1	1		5X12	5X12				x	x	x				
treet	256.28		1	1		1	1													
	263.49	1			1									x	x	x	x	x	x	/4
	271.85	5	1		6	1		8X12	8X12		8X12	8X12		x	x	x	x	x	x	/5
lle	283.88	4	2		4	2								x			x	x		/4 /3
Road	286.18	1			1									x			x			/4
oad	289.50	3		1	3		1													
ones Ferry Rd	290.38	4	1	1	4	1	1													
ones Ferry Rd	291.27	2		1	2		1													
gard	293.82	2	1		1	1														

REMARKS

/1 Approval subject to more study due to indirect return to freeway.

/2 Install permanent sign on temporary support. (Cost of wood post non-participating.)

/3 "FOOD" signs were installed by a previous contract.

/4 "GAS" signs were installed by a previous contract.

/5 Install under Remark No. 2 if grading not completed.

Legend	Mile-posts	No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Loca			
		Northbound			Southbound			Northbound			Southbound			Northbound			Sout
		Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas
Sunnyside-Turner	248.41	1			1									x	x	x	x
North Santiam	253.88		1	1		1	1		5X12	5X12				x	x	x	
Market Street	256.28		1	1		1	1										
Brooks	263.49	1			1									x	x	x	x
Woodburn	271.85	5	1		6	1		8X12	8X12		8X12	8X12		x	x	x	x
Wilsonville	283.88	4	2		4	2								x			x
Stafford Road	286.18	1			1									x			x
Nyberg Road	289.50	3		1	3		1										
Lower Boones Ferry Rd	290.38	4	1	1	4	1	1										
Upper Boones Ferry Rd	291.27	2		1	2		1										
North Tigard	293.82	2	1		1	1											

REMARKS

/1 Approval subject to more study due to indirect return to freeway.

/2 Install permanent sign on temporary support. (Cost of wood post non-participating.)

/3 "FOOD" signs were installed by a previous contract.

/4 "GAS" signs were installed by a previous contract.

/5 Install under Remark No. 2 if grading not completed.

ES:sv
Rev: 4-10-73

7976

5

From the desk of:
H. Scott Coulter 4-2-73

Mr. Al Hampson
Chairman
Travel Information Council

Dear Al:

Suggest investigating the proposed changes as recommended.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 29, 1973

In reply refer to: 10-35-DA/
520.6

Vernon V. Cusack

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Motorist Informational Signs

We have again reviewed an informal submission of the Regulations and Procedures covering the installation of Motorist Information Signs along the Interstate highway system.

Paragraph 14 of section IIIA indicates that the principal legend of each business sign shall be at least 8 inches in height. While the preferred legend height is 8 inches, the minimum height permitted is 6 inches. The overall size of the business sign itself, 36-inch wide by 24-inch high, is the controlling factor not the size or arrangement of the legend.

We note that paragraph 1 of section IVD retains the provision that the Council may enter into an agreement or contract with any city, county, or other governmental agency of the State, or with an independent contractor, to erect and maintain motorist informational signs at specified locations. As indicated in our February 22, 1972 memorandum to you and our May 30, 1972 letter to Attorney General Johnson the exercise of the authority under this provision could result in unnecessary confusion.

As future revisions are made to the Regulations and Procedures, it would be desirable to clarify the wording in the last sentence of paragraph 4, section IIIA. A revision such as changing the word "last" to "first" with "immediately" deleted would provide clarification.

RECEIVED
STATE HWY ENGR
APR 2 '73
REFER TO
Coulter
FOR

Info	Moves	R/D	D/R	Sign	Act	File
					✓	

4-2-73 ge
Beckman
Moehring
Al Thompson, TIC
Dick Turner

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1972
FOR FILING

IIC

Box 300
Salem OR 97308

May 30, 1972

10-35-DA/520.6

Mr. Lee Johnson, Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

Dear Mr. Johnson:

Subject: Regulations & Procedures for Food, Lodging & Gas Station Motorist Information Signs on Interchanges of the Interstate Highway System

Mr. Reuling's May 24, 1972 letter discusses the comments made in our February 22 memorandum to Mr. Baldwin on the regulations and procedures being developed to cover specific motorist information signs on the Interstate in Oregon.

Concerning the reference to the "Manual on Uniform Traffic Control Devices" (MUTCD), you may wish to consider referring simply to the attached National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Information for the Traveling Public. These standards by reference are accepted under the UMTCD.

Our comment on the desirability of retaining erection and maintenance responsibility on the Interstate exclusively with the State Highway Commission was prompted by basic Federal-aid highway laws, regulations and procedures wherein the State through its Highway Commission is held accountable to the Federal government for physical maintenance and restricting all traffic control devices to those in the UMTCD. Under the circumstances, it would seem administratively awkward to have a separate State agency with independant authority for erection and maintenance of signs for Interstate highways.

Your letter indicates that the questioned provision under Section III-11 will be recommended for revision so no further comment appears necessary.

I hope these comments will be helpful.

Sincerely yours,
Original Signed by
R. E. Simpson
R. E. Simpson
Division Engineer

RECEIVED
[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
OSHD (G Baldwin) ✓
OSHD (E E Beckman)
OSHD (L Shaw)

6-5-72

Enclosures

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

11C

DATE: February 22, 1972

In reply refer to: 10-35-DA/520.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Specific Motorist Information Signs on Interstate

The proposed regulations and procedures for Specific Motorist Informational Signs on the Interstate in Oregon furnished by Mr. Edwards' letter of February 8, 1972 are generally in accordance with the national standards.

The following comments on details are offered for your consideration:

1. The 1970 Interstate Sign Manual has been superseded by the MUTCD (Federal Highway Administrator 10-22-71 Revocation Notice). Reference in your regulations should be to the national standards which are published separately and referred to in the MUTCD.

2. Under Section IV D(1), Erection and Maintenance, the Travel Information Council reserves certain rights for erection and maintenance of signs. This section appears inappropriate for the Interstate where all maintenance and erection should remain the exclusive responsibility of the State Highway Commission.

3. Under Section III-11 of the gas regulations, the provision for adding a business sign which did not appear on the motorist information sign to a supplemental sign appears inappropriate and not in conformance with the national standards.

We understand revisions are being made to these regulations and provisions. We would appreciate updated copies when available.

2-28-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Hall - Hart
Young - Gorge
M Hampson
Dick Turner

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 - 1972
FOR FILING

J I C

February 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

In response to your request, attached is a copy of the proposed "Gas Food Lodging" logo installations on the freeway system.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms
Att.

cc George M. Baldwin
F. B. Klaboe
E. S. Hunter

TRAVEL INFORMATION
COUNCIL

EAST SALEM HIGHWAY BUILDING
ROOM 208 • SALEM, OREGON • 97310 • Phone (503) 378-2636

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GOVERNOR
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JOSEPH T. RAABE
STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director

February 2, 1972

Memo to: The Food/Lodging Subcommittee for Exit Logo Signs Rules and Regulations: Jerry Marlow, Robert Hull, Hank Beyer, Basil Miaullis

From: Dick Turner

Subject: First Draft of Rules land Regulations for Exit Sign Logos

Enclosed you will find the first draft of the Rules and Regulations for exit sign logos as they apply to the food and lodging industries. You should compare this to the General Rules and Regulations from the Petroleum Industry previously sent you.

I am leaving January 28, 1972 for our travel conference in Mexico and will be returning February 9th. I will appreciate Jerry Marlow calling a committee meeting to go over any revisions in the enclosed draft that the industry desires. To be on the safe side, the meeting should be called just a day or so after I return, but any time is convenient for me.

Sincerely yours,

Dick

Richard J. Turner
Planning Director
Travel Information Council

RJT:db
encl.

bcc: Dick Turner
Tom Edwards ✓
E. S. Hunter
R. N. Bothman
L. E. George
R. P. Hamilton
E. E. Beckman

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

January 31, 1972

Mr. Richard Turner
Turner Group
Jackson Tower
Portland, Oregon 97204

Dear Dick:

We enclose the following:

1. Two complete copies of revised Gas Station Regulations.

2. Two copies of Food-Lodging Regulations.

The revised Gas Station Regulations differ from previous versions as follows:

1. A revised page 8 has been inserted. The difference is in the first paragraph of item 6. The former version established a limit of six business signs per interchange, which failed to reflect that a gas station may be one of the closest six, measured from the south-bound exit ramp, but number seven, from the north-bound exit ramp.

2. Revised pages 10 and 11 have been substituted for former page 10; pages 12 and 13 are renumbered from 11 and 12, but otherwise unchanged. If you have any questions about these revisions, please call us.

Pursuant to your request, we are furnishing three copies of both sets of rules to Mr. Hunter, and five copies to Ms. Brown, for distribution.

Yours very truly,

LEE JOHNSON
Attorney General

John A. Reuling, Jr.
Special Assistant for Opinions

JAR:bjm
Enclosures

cc: Mr. Al Hampson
Mr. Ed Hunter
Ms. Donna Brown

Revised

REGULATIONS AND PROCEDURES

FOR

GAS STATION
MOTORIST INFORMATIONAL SIGNS

(Specific Informational Panels)

ON

INTERCHANGES OF THE

INTERSTATE HIGHWAY SYSTEM

I. APPLICABILITY AND PURPOSE

A. These regulations are applicable to the installation of Motorist Informational Signs bearing separately attached business signs on the Interstate System, at interchanges located outside of urban areas.

B. The purpose of these regulations is:

1. To provide for installation of Motorist Informational signs which will adequately inform motorists on the Interstate System of the gas and related tourist services which are available at particular gas stations conveniently accessible at or reasonably near interchanges, where convenient re-entry to as well as exit from the Interstate System is available.

2. To encourage the elimination of business informational signs adjacent to or visible from the Interstate System in advance of interchanges.

C. These regulations are subject to any over-riding requirements of federal law or regulations.

D. These regulations are to be read in conjunction with the AASHO Manual (see definition, Rule II) and in case of any ambiguity herein the provisions of the AASHO Manual, in particular pp.98-107, shall be used as a guide to construction.

II. DEFINITIONS

As used in these rules, unless the context clearly indicates otherwise:

A. "Motorist Informational Sign" means a "specific informational panel" as defined in Appendix A, p. 90 of the AASHO Manual, bearing separately affixed individual business signs for gas and related tourist service businesses, erected in advance of an exit ramp on the Interstate System. In appropriate contexts only, it also means a supplemental directional sign.

B. "Business sign" means a separately affixed sign attached to a Motorist Informational Sign, showing the name, brand or trademark of a qualified motorist service business. "Logo" means a symbol or design used by an oil company as a means of identification of its products.

C. "Interstate System" or "Interstate Highway" means every state highway that is part of the National System of Interstate and Defense Highways established pursuant to Section 103(d), Title 23, United States Code.

D. "AASHO Manual" means the 1970 Edition of the Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways, published by the American Association of State Highway Officials.

E. "Qualified motorist service business" means a business furnishing gasoline and related services.

F. "Supplemental directional sign" means a Motorist Informational Sign located on or at the terminus of an exit ramp from the Interstate System, bearing business signs for a qualified motorist service business and directional information.

G. "Main travelled way" means the through traffic lanes of the Interstate System, exclusive of frontage roads, auxiliary lanes and ramps.

H. "Owner" means the holder of fee title, or holder of the leasehold estate from the owner of the real property.

I. "Responsible operator" means a person or entity other than the owner who operates an independent motorist service business, and who has authority to enter into agreements relevant to matters covered by these regulations.

J. "Council" means the Travel Information Council created by Oregon Laws 1971, ch. 770.

K. "Commission" means the State Highway Commission.

III. MOTORIST INFORMATIONAL SIGNS

A. Specifications

1. A Motorist Informational Sign bearing separately attached business signs shall be rectangular in shape, with the words "GAS NEXT RIGHT" (or other

appropriate directional information), with one or more individual business signs mounted on the sign.

2. Upon selection by the Council of an interchange for installation of Motorist Informational Signs, and receipt of proper application for permits from one or more qualified motorist service businesses at or conveniently accessible from the interchange, a single Motorist Informational Sign shall be erected in advance of the interchange, in each direction of travel for which an exit ramp is provided.

3. Business signs separately attached on the Motorist Informational Sign shall show the logo, name, brand or trademark of a gasoline service station, located at or conveniently accessible from an interchange on the Interstate System. Nationally, regionally or locally known commercial symbols or trademarks shall be used when applicable. The brand or trademark identification symbol used shall be reproduced with the colors and general shape consistent with customary use. Any messages, trademarks or brand symbols which interfere with, imitate or resemble any official warning or regulatory traffic sign, signal or device will not be permitted. If a logo is available it shall be used in preference to any other form of business sign.

4. A Motorist Informational Sign shall be located in advance of the interchange in the same manner as other official traffic signs, readable from the main travelled way. It shall be erected at least 1,500 feet in advance of the last advance guide sign immediately preceding the interchange, no closer than 1,500 feet to any major guide sign, and after any preceding interchange.

5. No Motorist Informational Signs shall be erected at any interchange where an exit ramp is located, unless an entrance ramp is also located at that interchange, or at another reasonably convenient interchange, in order to permit a motorist to proceed in the desired direction without undue indirection or use of poor connecting roads. No more than one Motorist Informational Sign for gas and related motorist services shall be erected in each direction from an interchange.

6. Motorist Informational Signs shall not be located at urban or suburban interchanges, except on

circumferential, bypass or beltway loops where permissible under federal regulations. The Council may nevertheless select any urban or suburban interchange for erection of Motorist Informational Signs, after investigation and a finding that such signs would be of substantial value to motorists and would lead to elimination or reduction of roadside signs; subject if necessary to approval of such selection by the appropriate federal agency.

7. Where any qualified motorist service business whose business sign is placed on a Motorist Informational Sign is not visible from any part of the exit ramp to its terminal, a supplemental directional sign bearing the business sign of that business, together with directional arrows (and where needed distances) shall be placed on the exit ramp or at its terminal. At their option the business signs of other businesses with signs on the same Motorist Informational Sign may also be so placed.

8. Business signs shall be arranged on a Motorist Informational Sign in one or two horizontal rows in order of distance of the individual motorist service businesses from the interchange, measured by distance of vehicle travel from the center point of the terminal of the exit ramp to the nearest point of intersection of the travelled way of a public highway with a driveway of the business. No more than six business signs shall be placed on one Motorist Informational Sign, with no more than three signs in each row of the Motorist Informational Sign.

9. Business signs shall be placed on a Motorist Informational Sign having two rows of such signs in order of increasing distance, as follows: Closest, upper left; 2nd, lower left; 3rd, upper center; 4th, lower center; 5th upper right; 6th, lower right. For a single row, the business signs shall be placed on the panel in order of increasing distance from left to right.

10. Supplemental directional signs shall bear the the legend "GAS" and one or two horizontal rows of business signs,with a directional arrow at either end of each row. The upper row may contain the signs of businesses which may be reached by a left turn, or by proceeding in a direction other than a right turn, and the lower row may contain the signs of businesses which may be reached by a right turn, or by proceeding in a

direction other than a left turn. Order of precedence (left to right) shall be determined separately for each row in order of distance from the interchange, determined in the manner specified in Paragraph 8 of this Part.

11. Subject to the approval of the appropriate federal agency, if necessary, the business sign of an eligible qualified motorist service business may upon proper application be placed on a supplemental directional sign, if one is erected, although its business sign cannot be placed on the Motorist Informational Sign in advance of the interchange because permits have already been issued for the maximum number of business signs of qualified motorist service businesses located closer to the intersection, for the particular Motorist Informational Sign or panel thereof.

12. Panel Size

(i) Panel size for a Motorist Informational Sign bearing four to six business signs shall be 12 feet wide and 8 feet high, including border; for a sign bearing one to three signs shall be 12 feet wide and 5 feet high, including border.

(ii) Supplemental directional signs shall ordinarily not be larger than 6 feet wide by 4 feet high. The Council, subject to the approval of the appropriate federal agency, if necessary, may specify a different size, or a vertical arrangement, or both, for a particular supplemental directional sign, or may specify that such a sign shall be located opposite the terminus of an exit ramp, rather than on the ramp or at its terminus.

(iii) Dimensions and proportions of such signs and of their contents are shown in figures 1 to 4 in Exhibit A, which is made a part of these regulations.

13. The background color of a Motorist Informational Sign shall be blue with a white reflectorized border. The word "GAS" and directional information shall be in white reflectorized 10-inch capital letters mounted on the blue panel. Lettering on supplemental directional signs shall be smaller, but not less than 4-inch capital letters.

14. Each business sign on a Motorist Informational Sign shall be contained within a 36-inch wide and 24-inch high rectangular background area, including border. Any legend or message not a part of a nationally, regionally or locally known symbol or trademark shall be in white on a blue background, with the principal legend at least 8 inches in height, whether capitals or lower case. A white border shall be used in every case. Business signs and legends on supplemental directional signs shall be proportionally smaller.

B. ELIGIBILITY

A qualified motorist service business located at or conveniently accessible from an Interstate System interchange shall be eligible for placement of its business sign on a Motorists Informational Sign when one is erected preceding the particular interchange, and on a supplemental directional sign if one is erected, if it meets the following conditions:

1. Fuel, oil, lubrication, water, tire repair and similar vehicle service, drinking water, restrooms and telephone must all be available continuously at the gas station during its operating hours, and it must be in operation 7 days a week for at least 16 hours per day.

2. The owner or responsible operator of the motorist service business must give written assurance of its conformity with all applicable laws concerning the provision of public accommodations without regard to race, religion, sex, color or national origin, and shall not be in continuing breach of such assurance.

3. The motorist service business must be located within one-half mile of the interchange, measured by vehicle distance from the center point of the terminal of the exit ramp to the nearest point of intersection of a driveway of the business and a public highway.

4. The owner or responsible operator of the business must file an application for placement of its business sign on all Motorist Informational Signs erected at the interchange on which it is eligible for such placement, and if it is not visible from the exit ramp, on any supplemental directional

sign on the exit ramp or at its terminal, on a form specified by the Council, and tender the license fee and rental for the first year. The application shall include an agreement that any signs (except on-premises signs) located on or visible from the Interstate System advertising the particular business for which the application is filed will be removed, if owned by the owner, responsible operator, or oil company supplying the fuel and other supplies to the gas station, or if the sign is leased the lease therefore will be terminated, promptly after the Motorist Information Signs are erected and the businesses' signs are placed thereon. The applicant must also agree to furnish the necessary number of its business signs to be affixed to the Motorist Informational Signs.

5. All signs or advertising on the premises must be in full compliance with Oregon Laws 1971, ch. 770, and all other state and federal laws and regulations.

6. If applications are received from more than six gas stations for permits for business signs to be placed on any one Motorist Informational Sign in a particular direction of travel in advance of an interchange, only six applications shall be granted. The order of priority shall be as follows:

(i) For applications received on or before a deadline date specified in accordance with Rule IV C 1., in order of increasing distances (measured as described in Rule III A 8) from the interchange.

(ii) For applications received subsequently, until the maximum number of fully qualified applications is received, in order of date of receipt by the Council.

7. Any grant of a new or renewal application shall entitle the applicant to placement of its business sign on Motorist Informational Signs for the interchange for a minimum period of one year from the date of placement, or from the anniversary of the date of placement, notwithstanding subsequent receipt of applications relating to qualified motorist service businesses which are located closer to the interchange, which would make the particular business ineligible for a permit under Par. 6 of this Part.

8. Eligibility of qualified motorist service businesses for continued placement of their business signs on

a Motorist Informational Sign shall be reviewed annually before grant of a renewal permit, on the same basis as for an original permit, but no new application shall be deemed to have higher priority than a renewal application unless it is received at least 30 days before the anniversary date of placement of the business sign.

9. Notwithstanding Par. 8 of this Part the business sign of a motorist service business shall be removed from all Motorist Informational Signs and may be replaced by the business sign of another qualified applicant for failure to comply with Par. 1, 2, or 5 of this Part as follows:

(i) If it fails on a sufficient number of occasions or over a sufficient period of time to provide all of the services required by Paragraph 1 of this Part, so as to justify a finding by the Council that the business is not in substantial compliance with that Paragraph. The Council may consider extenuating circumstances.

(ii) If it fails to be open for business for more than seven consecutive days or for more than ten days cumulatively, during any one year period, unless the Council finds that closure for such period was beyond the control of the owner or responsible operator, or that the closure was justified by extenuating circumstances.

(iii) If it fails to comply with Paragraph 2 of this Part, except in isolated instances without the knowledge of the owner, responsible operator or manager of the business, or on any occasion unless steps are promptly taken to insure to the fullest extent reasonably possible that such instances will not recur.

(iv) If it willfully fails to comply with Paragraph 5 of this Part, or if it fails to take immediate steps to comply promptly after it is notified or becomes aware that it is not in compliance.

10. If due to fire, accident, or similar causes a qualified motorist service business becomes inoperable for an extended period of time, exceeding seven days but not more than 90 days, its business sign shall be temporarily removed from or covered on all Motorists Informational Signs, but the business shall not lose its priority nor be required to

reapply prior to the normal time for a renewal application. Further extension may be granted on good cause shown. However, failure of the owner or responsible operator to proceed with necessary repairs as rapidly as possible shall cause loss of the right to continued placement of the business sign and require a new application.

IV. PROCEDURES

A. Selection of Interchanges.

The Council shall designate segments of the Interchange System or individual interchanges on the system, for erection of Motorist Informational Signs in an orderly sequence, based upon the administrative convenience of the Council, the readiness of qualified motorist service businesses to cooperate with the Council for erection of such signs, and upon the purposes of these regulations.

B. Application Procedure.

1. Upon selection of a particular interchange, individually or as part of a selected segment of the Interstate System, for erection of Motorist Informational Signs for one or more types of qualified motorist service businesses, the Council shall notify the owners or responsible operators of all eligible businesses that they may submit applications for placement of their business signs on such signs. The notice shall state a tentative erection date, and shall specify a date at least 30 days prior to the tentative erection date, as the last day for receipt of applications to be given priority consideration. The notice shall contain all information necessary to enable recipients to submit complete applications, and shall inform them of eligibility requirements and priority criteria.

2. Upon receipt of an application for placement of a business sign on a Motorist Informational Sign, the Council shall refer the application to the Highway Division to investigate and report the facts to the Council. The Highway Division shall recommend approval of the application if the applicant is eligible for a permit under Oregon Laws 1971, ch 770 and under these regulations, and if it is among the first six applicants in priority under Rule III B 6,

otherwise it shall recommend disapproval. The Division shall notify the Council promptly in writing of its findings and recommendation, and the reasons for any recommended disapproval.

3. The Council shall issue permits to each eligible applicant, up to the maximum number permissible, and forward the original permit to the applicant and a copy to the highway engineer. If any application is not approved, the Council shall return the application and the fee, stating the reasons for refusal and giving the applicant opportunity to correct any defects, or to be heard by the Council within 30 days and present evidence in accordance with ORS chapter 183.

4. If it appears to the Council that a question of priority exists or is likely to arise, or that an otherwise eligible applicant would not be among the first six applicants in priority under Rule III B 6 if another applicant whose application has been disapproved corrects the defects giving rise to the disapproval, or may be successful in obtaining a reversal of the disapproval on hearing or appeal, the Council may in its discretion defer the issuance of a permit, or may issue a temporary permit subject to later confirmation or cancellation with a proportional refund of the permit and rental fees, when such questions are finally resolved. All applicants who may be affected by the final determination shall be parties to any hearing in such a case.

5. Upon receipt of information tending to indicate that cause exists to order removal of a business sign pursuant to Rule III B 9, the Council may set the matter for hearing and entry of an order pursuant to ORS chapter 183; or it may instead upon probable cause order such removal without hearing, giving the permit holder opportunity to be heard upon request.

D. Erection and Maintenance

1. The Council may request the Commission to furnish, erect and maintain Motorist Informational Signs at locations specified by the Council, or it may agree or contract with any city, county, or other governmental agency of this state, or with an independent contractor, to erect and maintain such signs at specified locations.

2. Promptly upon the issuance of permits for business signs to be affixed to Motorist Informational Signs the Council shall notify the Commission and any other party with which it has contracted, so that the signs may be erected. The Council shall furnish the Commission or other party with which it has contracted with all information necessary, including information acquired at all stages before issuance of permits, in order to permit the Commission or other contracting party to be prepared to proceed promptly.

3. The Commission, other governmental agency or contractor erecting the Motorist Informational Signs shall notify businesses to which permits have been granted sufficiently in advance of the date the signs will be erected, or business signs will be affixed to them, to permit such businesses to furnish the necessary number of their business signs. If the Council is notified that a motorist service business has failed to timely furnish its business signs, or that the signs furnished are not in compliance with these regulations, and if the Council finds that the permittee has not shown due diligence, it may cancel the permit and forfeit the permit fee, refunding the rental paid in advance with the application, and if appropriate grant a permit to another eligible applicant; or it may grant an extension of time for the furnishing of such business signs on condition that the permit holder pay the actual cost of affixing its signs when they are furnished.

4. Pursuant to Oregon Laws 1971, ch 770, § 6(2), the Council may enter into other contractual arrangements for the administration of these regulations, including procedures for handling of applications and collection of permit fees and sign rentals. Such contractual arrangements shall provide for referral to the Council for review, on the application of any person aggrieved, of any decision denying or failing to renew a permit.

V. FEES

A. The annual permit fee for a business sign placed on a Motorist Informational Sign shall be $75, payable with the application and any renewal application. A separate fee shall be applicable for each such sign at a given interchange, including business signs placed on supplemental directional signs. If a business is not visible from any part of the exit ramp, its owner or responsible operator must apply for a permit for a business sign on such a supplemental directional sign if he has applied for a business sign on the Motorist Informational Sign in advance of the exit ramp.

B. The permit fee provided by Par. 1 for renewal permits shall be subject to modification as provided in Oregon Laws 1971, ch 770, § 27.

C. In addition to the permit fee, a rental fee of $10 per month for each business sign affixed to a Motorist Informational Sign, not including suplemental signs, shall be paid annually in advance with the application and any renewal application. Rental fees shall be reviewed periodically to determine their relationship to the cost of the Travel Information Program.

D. If a permit is for any reason not granted or renewed upon application, all fees tendered with the application shall be promptly refunded.

E. If a permit is granted or renewed, no part of the permit fee shall be refunded if the business sign is subsequently removed from the Motorist Informational Sign for any reason other than a taking by eminent domain, in which case a proportional refund of the permit fee shall be made. However, in case of any removal the rental fee for any months or major portion (16 days or more) of a month remaining to the anniversary date of placement of the business sign shall be refunded. There shall be no refund of rental fees for any business sign temporarily removed or covered pursuant to Rule III, B 10.

VI. ENFORCEMENT

The Council shall request the Civil Rights Division of the Bureau of Labor, the Commission, the State Police, other appropriate state, federal and local agencies and other interested parties to call to its attention any apparent violations of Rule III, B 1, 2, or 5.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7976

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 1, 1972

In reply refer to: 10-35-DB/520.6

G. K. Hossner

FROM fr G. L. Green, Division Engineer
Salem, Oregon

cy Bothman
Bud George
Bob Harrington
12-4-72

SUBJECT: Logo Signing, I-5

You were advised by September 1 memorandum of certain interchanges on I-5 which were considered eligible for Logo signs. Action on the remaining interchanges listed in the attachment to Mr. Edward's August 2 memorandum was deferred pending further review. Our review has been completed and approval is given to install Logo signs at each interchange, provided adequate space is available, subject to the following comments.

For convenience each interchange is listed with the results of our field survey concerning available space. It is expected that you will independently verify these results and make a determination that once a motorist has left the freeway that he can with safety and reasonable convenience locate the specified motorist service and return to the freeway.

Number of Logos Approved

Interchange	Southbound	Northbound
Halsey-Sweet Home	3	3
Diamond Hill	3	3
Coburg	3	3
Belt Line	3	0
Glenwood	0	0
McVay Highway	0	0
30th Avenue	0	0
Goshen	0	3(b)
Creswell	3	3
Saginaw	0	0

cy Bud George
1-2-73

12-4-72
Johnson

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Interchange	Southbound	Northbound
Cottage Grove	1	3
Curtin	3	0
Salt Springs Road	3	0
South Yoncalla	3	1
Rice Hill	1	3
Oakland-Shady (c)	—	—
Elkton-Sutherlin	3	0
Deady	0	3
Winchester	0	3
Garden Valley	3	0
Harvard Avenue (a)	0	1
Garbage Dump (Fairgrounds)	2	1
Oakland-Shady (d)	3	0 (e)
Shady	0	3
Clarks Branch	3	0
Myrtle Creek	3	0
S. Myrtle Creek Tri. City	3	3
Tiller-Trail (Yokum Road) (a)	0	1
Irwin (N. Canyonville) (a)	2, Maybe 3 (b)	0
Canyonville	0	2, maybe 3
West Fork	3	3 (b)
Azalea	3	2, maybe 3
Quines Creek	1, maybe 2	3
Glendale	0	3

(more)

Interchange	Southbound	Northbound
North & South Wolf Creek	2, maybe 3	3 (b)
Sunny Valley	3	3
Jumpoff Joe	3	3
Louse Creek	0	3 (b)
North Grants Pass	0	3
Rogue River	3	3
Homestead	0	0
Rock Point	0	3
Kane Creek	3	3
Seven Oaks	3	3
Central Point	2	3
Crater Lake	0	3
Barnett Road	3	3
Fern Valley Road	3	3
Valley View Road (Talent)	0	2
North Ashland	2	0
Green Springs	3	3
Siskiyou Station	3	3

(a) Future plans to reconstruct interchange. Logos should be positioned accordingly.

(b) Further study needed due to indirect return to freeway.

(c) Based on the sequence in which this interchange was listed it was assumed you were referring to the N. Oakland-S. Oakland interchange. If so, Logos are not appropriate as this is a split diamond interchange with considerable circuitous travel necessary to return to freeway.

(more)

(d) Based on the sequence in which this interchange was listed it was assumed you were referring to the North Shady Interchange.

(e) No direct return to freeway.

It is assumed that Logo signs will be installed only at interchanges where available motorist services meet the criteria set forth in your State Standards.

RECEIVED
DEC 4 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

7976

TO : Mr. George Mr. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 1, 1972

In reply refer to: 10-35-DB/520.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Logo Signing on I-5

By August 2 memorandum Mr. Edwards requested approval to install motorist information (Logo) signs for certain interchanges on Interstate Route 5 between Corvallis-Lebanon Road and the California State Line.

The following interchanges are approved for installation of logo signs. This approval is subject to the spacing requirements set forth in the National Standards and your determination that once a motorist has left the freeway that he can with safety and reasonable convenience locate the specified motorist service and return to the freeway. It is also assumed that logo signs will be installed only at interchanges where available motorist services meet the criteria set forth in your State standards. The above information should be available for our review prior to PS&E approval.

NOTED
F. B. KLABOE

Halsey-Sweet Home
Diamond Hill
Saginaw
Curtin
Salt Spring Road
Yoncalla
South Oakland
Deady
Winchester
Clarks Branch
Myrtle Creek
Yokum Road*
North Canyonville*
West Fork
Azalea

Glendale
North Wolf Creek
South Wolf Creek
Sunny Valley
Jumpoff Joe
Louse Creek
Homestead
Rock Point
Kane Creek
Seven Oakes
Central Point
Fern Valley
Valley View Road
Siskiyou Station
Quines Creek

RECEIVED
STATE HWY ENGR
SEP 5 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-5-72
L.P.S. has
copy + distributed

* Reconstruction of these interchanges has been approved. The logo signs should be installed accordingly.

The remainder of the interchanges listed in the attachment to Mr. Edwards' memorandum are being reviewed and comments will be furnished shortly.

NOTED
TOM EDWARDS

RECEIVED
SEP 5 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

[illegible]

FOR FILING

7976

August 7, 1972

Mr. Glen L. Green
Acting Region Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

I am transmitting to you three copies of sketches showing existing signing at interchanges on I-5 from the California line to the Columbia River.

Also included with this package are three copies of sketches showing the existing and possible alterations to existing signing on the 11 interchanges north of Corvallis-Lebanon Road.

All the foregoing material is for study and evaluation of the motorist information signing program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Enclosures

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. N. Bothman
R. P. Hamilton
E. E. Beckman

(Enclosure: Drawing 26609, July 1970; both have same number)

7975 Maxwell and "A" Line Canal 1973
Sections of the Hermiston Hwy.
(Two Bridges)

7975

April 18, 1974

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On April 16, 1974, we wrote to you concerning release of final payment on Contract No. 7975 awarded to Ross Bros. Construction, Inc., for work on the Maxwell and "A" Canal Section of the Hermiston Highway in Umatilla County.

Final payment on this contract is $3,755.25 and the total contract amount is $75,438.28 including $333.28 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7925 No. 13 and FINAL REPORT 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Ma$_x$well & "A" Line Canal	WEEK ENDING: 15 March 1974 SECTION PREFIX: 130-1146
	HIGHWAY: Hermiston	COUNTY: Umatilla
NAME OF JOB: Maxwell and "A" Line Canal Section	KIND OF WORK: Structures	
CONTRACTOR: Ross Brothers Const. Co.	CONTRACT NUMBER: 7975	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 5 December 1973	DATE WORK STARTED: 17 December 1973	ESTIMATED COMPLETION DATE: 1 April 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 130	WORK DAYS USED CALENDAR DAYS USED 81
PROJECT AUTHORIZATION: $ 100,250.48	SPECIFIED COMPLETION DATE: 26 April 1974	PERCENT OF TIME ELAPSED: 62.3%
EXCLUSIVE OF ENGINEERING: $ 91,494.98	ENGINEERING AUTHORIZATION $ 8,755.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,080.94	ENGINEERING COST TO DATE adj.: $ 8,956.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: XXXXXX UNDERRUN 8.1 %	PERCENT OF AUTHORIZATION 102.3%	DATE PROJECT WAS COMPLETED: 8 March 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4770A	4771A						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Mar. 10	Ptly Cldy & Warm	0		
MONDAY 11	Ptly Cldy & Warm	0		K
TUESDAY 12	Ptly Cldy & Warm	0		
WEDNESDAY 13	Ptly Cldy & Rain	0		18
THURSDAY 14	Ovrcst & Rain Shwr	0		
FRIDAY 15	Ovrcst & Rain Shwr	0		BEN GIFFORD
SATURDAY 9	Fair and Mild	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor has completed work on this project. All certifications, bills, forms and reports have been submitted by the contractor. Final Inspection will be held next week. Work on Semi-Final is in progress. It should be ready for submission by the 1st of April 1974.

Engr. this week: $ 165.06

SIGNED W Ferg
Res. Engr.

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7975

December 26, 1973

Ross Bros. Construction, Inc.
3301 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Structures on the Maxwell & "A" Canal Section of the Hermiston Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc: Safeco Insurance Co. of America
4347 Brooklyn Avenue, N.E.
Seattle, WA 98105

bc: C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
W. C. Ferguson

Contract 7975

7975

5

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
MRS. ALLEN BATEMAN, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

Versteeg
Scott
Swenson
Trout

RECEIVED
OCT
SECTION

October 2, 1973

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Hal:

The Game Commission has completed review of preliminary plans for "A" Line Canal, Hermiston Highway, Umatilla County.

We anticipate no adverse impacts to aquatic resources from this project, but it is recommended that activities be done when there is no live flow in the channel.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc's sent 10-4-73:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
W.E.Schwartz(2)

cc NE Region
Jim Phelps

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7975

5

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

cc's sent 10-1-73

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
W. E. Schwartz (2)

September 26, 1973

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Fred B. Klaboe
Administrator & State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. J.H. Versteeg

Dear Mr. Klaboe:

We have examined the following proposed road project transmitted to us by your letter of September 21, 1973:

"A" Line Canal Bridge
Hermiston Highway
Umatilla County

We anticipate no fisheries conflict in replacing the bridge with a culvert and the project is approved.

Sincerely,

for
BURT CARNEGIE
FISH PASSAGE SPECIALIST

RECEIVED
STATE HWY ENGR
SEP 28 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A-1 | File

NOTED
E. S. HUNTER

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 1 1973
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

7975

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 21, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P.O.Box 3503
Portland, Oregon 97208

Attention: Rollie Rousseau

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following project scheduled for contract letting on October 25, 1973.

1. "A" Line Canal Bridge
   Hermiston Highway
   Umatilla County

NOTED
E. S. HUNTER

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J.H.Versteeg
Road Design Engineer

cc: E.S.Hunter
L.H.Young
W.J.Hart
W.H.Tebeau
George Wills
C.G.Swenson
F.E.Terpin
W.E.Schwartz (2)

Encl.

RECEIVED
SEP 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7975

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following project scheduled for contract letting on October 25, 1973.

1. "A" Line Canal Bridge
   Hermiston Highway
   Umatilla County

NOTED
E. S. HUNTER

Your special attention and recommendations will be appreciated.

cc: E.S.Hunter
L.H.Young
W.J.Hart
W.H.Tebeau
George Wills
C.G.Swenson
F.E.Terpin
W.E.Schwartz (?)

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J.H.Versteeg
Road Design Engineer

RECEIVED
SEP 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Encl.

7975

5

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

RECEIVED
AUG 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 27, 1973

cc's sent 8-28-73:
E. S. Hunter
W. J. Hart (3)
L. H. Young
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Mr. J.H. Versteeg
Road Design Engineer
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following titled proposed projects have been reviewed by our staff.

1. Milton-Freewater-Washington State Line Oregon-Washington Highway, Umatilla County
2. Maxwell Canal Bridge Section, Hermiston Highway, Umatilla County

NOTED
E. S. HUNTER

We do not anticipate any upstream migrating fish in the area of these projects. Thus our main concern is that water quality standards be maintain.

3. Silver Creek (Silverton) Bridge Section, FAS 147, Marion County

Anadromous fish pass through this reach of stream thus fish passage and water quality standards must be maintained.

We appreciate the opportunity to comment on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

____Versteeg____
____A. Olson____
____Terpin____
____Scott____
____Swenson____
____R. Olson____
____Trout____

RECEIVED
AUG 28 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up ____/____/____
Other________

:7975

STATE OF OREGON 1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 17, 1973

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
AUG 20 1973
ROAD DESIGN SECTION

Requires Reply
Results [illegible]
Receive & Keep
D[illegible]
Return To
Bring up
Other

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the following projects:

cc's sent 8-20-73:
E.S. Hunter
L.H. Young
W.J. Hart (3)
W.H. Tebeau
George Wills
C.G. Swenson
F.E. Terpin (3)
W.E. Schwartz (4)
C.O. Fredrickson (2)

1. Milton-Freewater - Washington State Line
   Oregon - Washington Highway
   Umatilla County

Con 31-1 [illegible]

2. Silver Creek (Silverton Bridge Section)
   FAS 147
   Marion County

NOTED
E. S. HUNTER

Con 19-1 Silver C

3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

Con 19-1 Maxwell

The Milton-Freewater and Silver Creek projects have been previously reviewed under the Division of State Lands fill/removal law and our comments to these applications are attached.

The Maxwell Canal Bridge Section was reviewed by our field biologist and no adverse impacts to aquatic resources are expected if water quality standards as established by the DEQ are maintained.

If we may be of any further assistance, please call.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

ORS 541.605 et seq.

Date July 9, 1973

County Umatilla

River Walla Walla

Name of Applicant Oregon Highway Job No. 81 PLEASE RETURN COMMENTS BY: July 31

State Permit No. 1219 Corps of Engineers PN. No. ______

(x) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ______ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free flowing stream~~ and prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. ( ) a. The river shall not be diverted from its present channel.
(✓) b. At the project's completion, the stream shall be
(✓) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ______.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) ✓ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to ______ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ______ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ______ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [______ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

( ) 10. ______

( ) 11. ______

Golden
7-76

Return to: Division of State Lands
502 Winter Street NE.

Agency Oregon Game

7975

5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1973

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

NOTED
E. S. HUNTER

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting on September 27, 1973.

1. Milton-Freewater-Washington State Line
   Oregon-Washington Highway
   Umatilla County

2. Silver Creek (Silverton) Bridge Section
   FAS 147
   Marion County

3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

J. H. Versteeg
Road Design Engineer

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Encl.

7975

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

NOTED
E. S. HUNTER

Attention: Rollie Rousseau

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following projects scheduled for contract letting on September 27, 1973.

1. Milton-Freewater-Washington State Line
   Oregon-Washington Highway
   Umatilla County

2. Silver Creek (Silverton) Bridge Section
   FAS 147
   Marion County

3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

ORIGINAL SIGNED
DONALD L.

J. H. Versteeg
Road Design Engineer

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Encl.

RECEIVED
DEC 4 - 1972
FOR FILING

7975

December 1, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Project Finance Approval

The following two structures have been found to be critically deficient under the Bridge Inspection Program.

Maxwell Canal Bridge, Hermiston Highway, Umatilla County.

This structure is proposed to be replaced on existing alignment with a reinforced concrete structure having a 42-foot horizontal clearance. The total estimated cost for construction is $50,000.

Pine Creek Bridge, Halfway-Cornucopia Highway, Baker County.

Replacement of this wood and steel bridge is proposed approximately 120 feet downstream from the existing structure. In conjunction with the 40' x 60' slab span there will be 0.23 mile roadway realignment. The total estimated cost for construction is $175,000.

I recommend replacement of these structures as proposed and request your concurrence in financing with State Construction Funds.

This matter will be on the agenda for your consideration at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
L. H. Young
B. L. Gifford
V. E. Skoog
R. N. Bothman
W. E. Schwartz
Gary Ross
Gary Sund

BG:ed dps

NOV 1 - 1972

FORM E-30 (REV. 10-69)

7975

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1972

SUBJECT: Maxwell Canal Bridge
MP 9.59, Hermiston Highway
Umatilla County

To:

FILES

NOTED
E. S. HUNTER

The existing bridge, located on the section line between Sections 15 and 16, T4N., R28E., in Umatilla County, is a wooden timber structure, constructed in 1923. It is 28 feet long with a horizontal channel clearance of 21'4" between vertical concrete abutments.

Hermiston Irrigation District personnel stated that at present the maximum discharge capacity of the canal is 70 cfs. The District has water rights for 100 cfs but no immediate plans are under consideration to expand the facility to handle this flow.

Low flow velocities resulting from a gentle gradient of 0.0293% eliminate any need for riprap. Debris and ice have not been a problem in the past.

Recommendations

The replacement structure, if possible, should span the entire canal. This would have a minimum impact on the crossing and would maintain the status quo of the facility. Consideration should be given to the possible future expansion of the canal capacity to 100 cfs. The additional capacity would probably be attained by raising the canal banks and increasing the water stage from elevation 521.7 for 70 cfs to 522.9 feet.

Richard L. Lenz
Hydraulic Engineer

By

Jack Ayres
Hydraulics & Foundation Engr

RECEIVED
OCT 30 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JA:jp
cc: V.D. Wolfe
Walt Hart
E.S. Hunter
Don Byard

SP*52475-734

HYDRAULIC DATA

	Design Flood	~~Max. Flood~~ CAPACITY yr ( )
Discharge-c.f.s.	* 100 cfs	70. cfs
Frequency-yrs		
H.W. Elevation Natural Channel	** 522.9 ft.	521.7 ft.
H.W. Elevation Channel Change		
Velocity – f.p.s.	1.1 fps	1.1 fps

NOTE FOR CANAL :

"Design Flood"= Design Flow

"Discharge" = Capacity

* Hermiston Irrigation District has water rights for 100 cfs although ditch capacity is only 70 cfs.

** Elevation of water surface at 100 cfs discharge.

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

MAXWELL CANAL BRIDGE
Hermiston Highway
Umatilla County

COMPILED BY
Jack Ayres

DATE
October, 1972

FORM E-30 (REV. 10-69)

Const.
Br. 7975
2-8

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1972

To:

SUBJECT: Bridge Replacement Program

Mr. W. E. Schwartz
Region 5 Engineer
LaGrande, Oregon

Attention: Mr. C.O. Fredrickson

The attached copy of letter from W.J. Hart to L.H. Young dated July 13 indicates estimated costs of structures. It does not, however, include costs to build approaches.

Please estimate the approach costs and forward at your earliest convenience. Also submit Survey Authorization for necessary field work in conjunction with the projects.

V. D. Wolfe
Location Engineer

By

George C. Wills
Field Locating Engineer

GCW:jp
Attach
cc: E. S. Hunter
W. J. Hart
L. H. Young

NOTED
E. S. HUNTER

RECEIVED
JUL 19 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7975
Const.
Bridges
[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

NOTED
F. B. KLABOE

DATE July 13, 1972

TO Mr. L. H. Young
Programing Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Bridge Replacement Programing

Mr. Shaw's July 3 letter to Mr. Bothman requested programing for replacement of three structures found to be critically deficient under the bridge inspection program. Estimates for replacement of these three structures are given below:

North Powder River Bridge	MP 2.61	Hwy. 411	$62,000
Pine Creek Bridge	MP 5.70	Hwy. 413	$48,000
Maxwell Canal Bridge	MP 9.59	Hwy. 333	$30,000

The above estimates include the cost of removal of the existing structures and a 40 percent allowance for engineering and contingencies. They do not include any grading and paving costs which may be necessary in conjunction with replacement of the structures.

WJH:dh

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
A. E. Johnson

JUL 13 1972

[illegible] 1972

FORM E-30

7975
Const.
Bridges
Gen.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1972

SUBJECT: Bridge replacements

To:

A. E. Johnson
Asst. State Highway Engineer

E. S. Hunter
Asst. State Highway Engineer

Building

I have been directed to provide for programming for replacement of the three following structures:

No. 1798, N. Powder River, Highway No. 411, M.P. 2.61.
No. 6598, Pine Creek, Highway No. 413, M.P. 5.70.
No. 4770, Maxwell Canal, Highway No. 330, M.P. 9.51.

Due to the present operating load limits, I recommend that these bridges be programmed for early replacement.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: L. P. Shaw
W. E. Schwartz

Received - L.P. Shaw
7-7-72

RECEIVED
JUL 5 - 1972
FOR FILING

7975

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 3, 1972

TO R. N. Bothman
Maintenance Engineer

FROM Lloyd P. Shaw
Assistant State Highway Engineer

SUBJECT Load Limit Posting

Complete
See File
A - Load Lim - Br

Please refer to the recommendation for load limits and posting of bridges.

The following should be programmed for replacement:

No. 1798	North Powder River	Highway 411	MP 2.61
No. 6598	Pine Creek	Highway 413	MP 5.70
No. 4770	Maxwell Canal	Highway 330	MP 9.51

Investigate strengthening critical members on No. 5478, Williamson River, Highway 427, MP 7.32.

Use Maintenance forces to replace No. 2897, Irrigation Ditch, Highway 340, MP 28.92.

See attached copy of Mr. Edwards' notes.

Attachment

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Walter J. hart

LPS:ajw

7974 Hawthorne Ave. N.E. at 1973
Market St. N.E. (Salem)
(Traffic signal install.)

7974

October 25, 1974

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 7974 awarded to Electric Corp. for work on Hawthorne Avenue N.E. at Market Street N.E. (Salem) Section in Marion County was completed on July 31, 1974, and accepted by the Administrator and State Highway Engineer on October 21, 1974.

Final payment in the amount of $948.38 will be released to the contractor after October 30, 1974. The total contract amount is $18,967.50, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Electric Corp.
1375 13th St., S.E.
P. O. Box 266
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 22, 1974

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7974, Work Completed July 31, 1974

Project Hawthorne Ave. N.E. at Market St. S.E.

Highway City Streets, County Marion

Type of Work Traffic Signal Installation

Contractor Electric Corp.

Recommended Acceptance Date October 21, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
OCT 23 '74
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7974

J

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hawthorne Ave @ Market St. NE

WEEK ENDING: Aug. 3, 1974

SECTION PREFIX: 24-1613

HIGHWAY: City Streets (Salem)

COUNTY: Marion

NAME OF JOB: Hawthorne @ Market Traffic Signal

KIND OF WORK: Traffic Signal Instalation

CONTRACTOR: Electric Corporation

CONTRACT NUMBER: 7974

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: December 27, 1973

DATE WORK STARTED: April 2, 1974

ESTIMATED COMPLETION DATE: July 31, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 199

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 23,145.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 21,370.25

ENGINEERING AUTHORIZATION: $ 2,045

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,370.25

ENGINEERING COST TO DATE: $ 2161

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 105.6

DATE PROJECT WAS COMPLETED: July 31, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Sunny	1		
MONDAY 29	Sunny	1		
TUESDAY 30	Sunny	1		K 5
WEDNESDAY 31	Sunny	1		
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No Activity
MONDAY 29	No Activity State turned signals on.
TUESDAY 30	Removed Signal Ahead Sign Pole.
WEDNESDAY 31	Hauled signal ahead pole to state shops. Cut down footing , cut off anchor bolts and paved section of walk. Removed construction signs. JOB COMPLETE.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job Complete last report.

SIGNED Art Gottfried LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7974

5

January 10, 1974

Electric Corp.
1375 13th St., S.E.
P. O. Box 366
Salem, OR 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7974 for a traffic signal installation at Hawthorne Ave. N.E. and Market St. N.E. in Salem, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc: St. Paul Fire & Marine Insurance Co.
700 N. E. Multnomah
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
L. H. Young - Attn: Vince Gallagher
C. O. Fredrickson
Art Gottfried

7974

December 27, 1973

Electric Corp.
1375 13th St., S.E.
P. O. Box 266
Salem, OR 97308

Gentlemen:

The Oregon Transportation Commission on December 5, 1973, accepted your proposal for a traffic signal installation on Hawthorne Ave. N.E. at Market St. in Salem in Marion County in the amount of $19,250 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Salem had deposited $11,880.

That condition has been fulfilled and the Administrator of Highways on December 27, 1973, awarded you the project, which has been assigned Contract No. 7974.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 9, 1974.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. H. Young - Attn: V. Gallagher

C. O. Fredrickson
Art Gottfried
William Geibel (SAIF)

79-74

5

December 7, 1973

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

On November 29 bids were opened for the proposed traffic signal installation at the intersection of Market Street and Hawthorne Avenue in the City of Salem.

The pertinent facts concerning the bid are tabulated below:

Low Bid	$19,250
Flagging	300
Signing	700
Controller Testing	500
Subtotal	$20,750
Engineering & Contingencies (14.5 percent)	3,010
Total Cost	$23,760
City's Share (50 percent)	$11,880

If you will submit the City's check for $11,880, we will award the contract. It is necessary that the contract be awarded within 30 days of the bid opening.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

BET:kw jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

7974

5

December 7, 1973

Electric Corp.
1375 13th St., S.E.
P. O. Box 266
Salem, OR 97308

Gentlemen:

The Oregon Transportation Commission on December 5, 1973, accepted your bid in the amount of $19,250 for installation of a traffic signal at Hawthorne Avenue N.E. and Market Street N.E. in Salem, Marion County, which was the low bid received for that job on November 29, 1973.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the City of Salem deposits $11,000. When this condition has been fulfilled, we will let you know.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

bc C; T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
G. O. Fredrickson
Art Gottfried

79.74

5g
4-17-73

April 19, 1973

City of Salem
Department of Public Works
City Hall
Salem, Oregon 97301

MISC. CONTRACTS and
AGREEMENTS No. 4722

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of Market and Hawthorne Streets in Salem.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Att.

bc L. E. George
(conf. agree. att.)

7974

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Agreement
Market & Hawthorne Streets
Salem

An agreement has been reached with the City of Salem covering the installation of traffic signals at the intersection of Market and Hawthorne Streets in Salem. This is a ramp terminal intersection for the Market Street Interchange on the Pacific Highway (I-5).

This agreement provides that the State shall do the work of the project with the City to pay one-half the cost, maintain the installation, and pay for electrical energy. The total estimated cost of this installation is $20,000, and Minor Betterment funds will be used for the State's share.

Your approval of the agreement and authorization for the Secretary to sign in your behalf is recommended.

This matter will be on the agenda for your consideration at the meeting of April 17.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. George - Project to be charged as we discussed.
H. S. Cox
C. O. Frederickson
V. E. Skoog
L. H. Young
Gary Sund

LEG:njc dpy

7974

5

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

April 9, 1973

Mr. L. E. George
Traffic Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signal Agreement
Market & Hawthorne
Salem

Dear Mr. George:

Enclosed is the copy you requested of the City's resolution No. 73-63 authorizing the Mayor and the Recorder to enter into an agreement between the City and the State to install a traffic signal at Hawthorne and Market Streets in Salem.

Sincerely,

S Douglas Van Dyke

S. Douglas Van Dyke
Acting Traffic Engineer

SDV:skl

Enclosure

RECEIVED
1 1973
TRAFFIC ENGINEERI

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

April 3, 1973

To: B. T. VanWormer
Director of Public Works
City Hall
Salem, Oregon 97301

From:
L. E. George
Traffic Engineer

Subject: Traffic Signal Agreement
Market & Hawthorne
Salem

We have received three executed copies of the subject agreement.

Will you please forward a copy of the City's Res. No. 73-63 authorizing the Mayor and Recorder to enter into this agreement as required in Item No. 4 under THINGS TO BE DONE BY CITY.

This matter will be presented to the State Highway Commission at its meeting of April 17, and subject to its approval, one fully executed copy of the agreement will be furnished for your files.

njc

bc: C. W. Head
E. S. Hunter
~~H. S. Cox~~

Form E-123

7974

salem
CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301
DEPARTMENT OF PUBLIC WORKS

March 28, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signal Agreement

Dear Mr. Hunter:

Enclosed are three executed copies of an agreement covering the installation of traffic signals at the intersection of Hawthorne Avenue and Market Street, Salem, Oregon.

The City Council authorized this installation on March 12, 1972 by Resolution 73-63.

Very truly yours,

S. Douglas Van Dyke

S. Douglas Van Dyke
Acting Traffic Engineer

SDV:skl

cc: B. T. Van Wormer, Director of Public Works
R. S. Moore, City Manager
Don Poujade, Comm. & Signal Supv.

RECEIVED
1973
TRAFFIC ENGINEERING

RECEIVED
MAR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7974

5

March 27, 1973

Mr. B. T. VanWormer
Director of Public Works
City Hall - Civic Center
Salem, Oregon 97301

Dear Mr. VanWormer:

This will acknowledge your letter to Mr. George, Traffic Engineer, concerning the proposed traffic signal installation at Market Street and Hawthorne Avenue.

This intersection is one of higher priority locations with the City for improvement, however, it will not be possible for the State to fund the installation until after July 1, 1973. We will prepare all plans and specifications and accomplish all the necessary paper work in order that bids can be called for at the earliest date after July 1, 1973.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

March 15, 1973

Mr. L. E. George
Traffic Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signal Agreement, Hawthorne Avenue
and Market Street.

Dear Mr. George:

On March 12, 1973, the City Council passed Resolution No. 73-63, authorizing an agreement with the State of Oregon relative to installation of a traffic signal at Market Street and Hawthorne Avenue N.E. The three copies of the agreement have been forwarded to the Mayor and City Recorder for signatures.

Due to the accident and congestion problems at this intersection, the City Council strongly endorses this signal installation. They urge that all possible efforts be made to install this signal at the earliest possible date.

The agreements will be forwarded to you as soon as they have been signed and returned to us.

Very truly yours,

S Douglas Van Dyke

S. Douglas Van Dyke
Acting Traffic Engineer

SDV:skl

cc: B. T. Van Wormer, Director of Public Works
R. S. Moore, City Manager
Don Poujade, Comm. & Signals Supv.

RECEIVED
MAR 19 1973
TRAFFIC ENGINEERING

7974

February 26, 1973

Mr. B. T. VanWormer
Director of Public Works
City Hall/555 Liberty Street S.E.
Salem, Oregon 97301

copy
in #7692

Dear Mr. VanWormer:

Proposed Traffic Signal
Market Street & Hawthorne Avenue
Salem

In response to your letter of February 6, attached are three copies of an agreement covering the installation of traffic signals at the subject intersection. The cost is to be shared equally between the City and the State. The City is being asked to care for future maintenance and power consumption.

Please arrange for the execution of these agreements by the proper City Officials and return them to this office. We will then arrange for execution by the State Highway Commission, after which plans and specifications will be prepared and the project let to contract.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

VPJ:njc jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson - Agreement att.

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Public Works

February 6, 1973

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
FOR

F. B. Klaboe
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signal, Market Street and Hawthorne Avenue

Dear Mr. Klaboe:

On July 26, 1971 you submitted a letter to this office requesting that the City participate with the State Highway in the installation of a traffic signal at the intersection of Market Street and the northbound off-ramp from I-5. The City entered into an agreement with the State and the signal was installed.

In your letter you remarked that "It is realized that the intersection of Hawthorne Avenue with Market Street is also in need of signalization. At such time as the City is in the position to proceed with the work at this location the Highway Division is agreeable to initiating a cooperative project." This intersection is number 1 on the Area-Wide TOPICS Study for signalization. We have included in our Revenue Sharing Budget the City's 50% share for a cooperative project with the Highway Division.

We respecfully request that the State Highway Division give consideration to initiating a cooperative project for signalizing this intersection at this time. If the State is agreeable, would you please have the necessary agreements prepared and forwarded to the City for execution.

Yours truly,

B. T. Van Wormer
B. T. Van Wormer
Director of Public Works

NOTED
L.E. GEORGE

WES:skl

cc: R. S. Moore, City Manager
Richard Armstrong, Finance Director

RECEIVED
FEB 7 1973
Office of
Assistant State Highway Engineer

RECEIVED
FEB 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1973
TRAFFIC ENGINEERING

73-2

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RECEIVED
DEC 29 1971
FOR FILING

7974

December 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

orig in
#7692

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 673, Project No. EHS-I-5-5(54)258, "Market Street Interchange", which we desire to have included in the Federal-aid Interstate program.

It is our intention to receive bids for this project on January 27, 1972.

We received approval, in FHWA memorandum of May 13, 1971, that this project is eligible for Interstate funding.

This project qualifies as an "EHS" project under category "Emergency Highway Safety Program" of IM 30-5-71, Section (a) and (b).

This project is exempt from State and District 3 (Mid Willamette Valley Council of Governments) Clearinghouses' reviews and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

We further request, under the provisions set forth in category "Emergency Highway Safety Program" of IM 30-5-71, that the environmental statement requirements of PPM 90-1 be waived for this safety improvement project. This request is based on the fact that the project will not cause an alteration of land use or any significant alteration of traffic flow patterns which would result in requiring changes in planning completed or underway. The project will result in increased safety for traffic traversing the intersection with no significant environmental impact for it will not cause detrimental or irreversible effect to the existing character of the area, displace any people or property, affect any recreation lands or increase air, noise or water pollution.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The illumination portion of the project is assumed to have received tacit design approval upon FHWA's acceptance of the standards recommended in the yellow book, "Highway Design and Operational Practise Related to Highway Design", published by AASHO in February, 1967.

We also request your approval of the following location/design for the traffic signals portion of the project.

a. The location is the existing corridor of Market Street and the north bound ("ON" and "OFF") ramp of Interstate 5.

b. The proposed design consists of installing three-phase, pre-timed traffic signals at the north bound ("ON" and "OFF") ramp intersection with Market Street and the installation of adequate overhead advance warning sign on the "OFF" ramp. The traffic signals and installation will conform with the standards set forth in the "Manual on Uniform Traffic Control Devices".

Enclosed is one copy each of the "collision diagram" and "accident tabulation" for the years 1968 and for 9 months of 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Salem County Marion
Intersection of Pacific Hwy. and Market St. Interchge.
Highway Number 1 (I-5) M.P. 45.00 to M.P. 45.49
Period Covered 1-1-68 to 9-30-70
Compiled by BC Drawn by Date 12-10-70

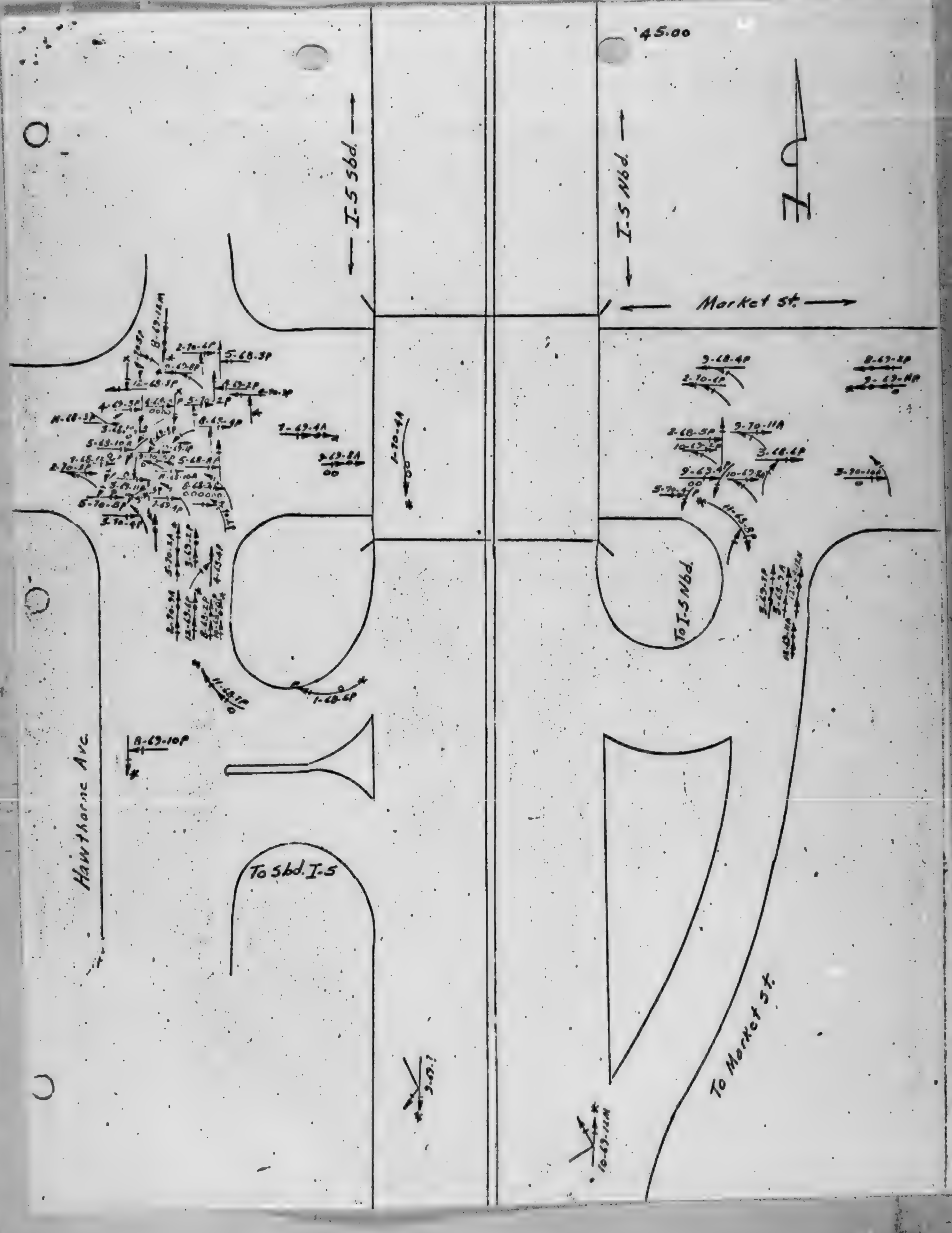
LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

*- Night time accidents
X- Disregarded control

Collision Type	1968				1969				9 Mos. 1970								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	5	7		1	3	4			4	4						3	12	15
Head-on																				
Rear-end		1	3	4		2	6	8			1	1						3	10	13
Sideswipe			1	1		1	1	2										1	2	3
Turning Movement		3	6	9		1	6	7		4	6	10						8	18	26
Parking																				
Non-collision											1	1							1	1
Fixed Object		1		1														1		1
Pedestrian																				
Backing			1	1			1	1			1	1							3	3
Misc.																				
TOTAL		7	16	25		5	17	22		4	13	17						16	46	62


45.00
I-5 Sbd.
I-5 Nbd.
Market St.
Hawthorne Ave.
To Sbd. I-5
To I-5 Nbd.
To Market St.
9-68-4P
2-70-6P
8-69-2P
2-69-11P
2-68-5P
9-70-11A
10-69-2P
3-68-6P
9-69-4P
10-69-10P
5-70-3P
11-69-3P
3-70-10A
7-69-4A
3-69-8A
1-70-4A
8-69-11A
2-70-6P
5-68-3P
9-69-8P
12-68-3P
4-69-3P
11-68-3P
5-68-10A
8-68-9P
2-70-3P
5-68-8P
11-68-10A
8-68-3P
3-69-11A
5-70-8P
1-69-4P
3-70-4P
5-70-2A
3-69-2P
4-69-4P
1-68-6P
11-69-1P
8-69-10P
9-69-?
10-69-11A

RECEIVED
JUL 26 1971
FOR FILING

7974

5p

Cross Referenced To:
Maint
Eng
Lights
Salem

July 26, 1971

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

- orig. in #7692

Dear Mr. Van Wormer:

To improve traffic conditions on Market Street in the area of its interchange with Interstate 5, the Highway Division is proposing a traffic signal installation at the intersection of the northbound off-ramp with Market Street.

This installation would be performed as an Interstate Safety Project with the Highway Division and the Federal Highway Administration making the actual installation. The City of Salem would not be requested to participate in the cost of installing the signal. We would, however, request that the City assume the cost of future maintenance and power for the traffic signal.

It is realized that the intersection of Hawthorne Avenue with Market Street is also in need of signalization. At such time as the City is in a position to proceed with the work at this location, the Highway Division is agreeable to initiating a cooperative project. In the meantime, it is our recommendation that the signal installation be made at the northbound off-ramp location.

If the City is agreeable to the proposal outlined above, will you please have the enclosed agreements executed and return them to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
J. B. Boyd

LEG:mb srb

Encs.

RECEIVED
JUL 15 1971
FORM E-30 (REV. 10-69)
FOR FILING

7974.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1971

SUBJECT:

Signal & Illumination Installations
Market Street Interchange
Pacific Highway
Salem

orig. in #1692

To:

F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a report concerning the possibility of two traffic signals at the ramp terminal intersections of the Market Street Interchange with I-5 in Salem.

It is recommended that we proceed with signalization of the northbound off-ramp as suggested in Mr. Simpson's letter of May 13. The City of Salem is almost certainly to be in a position of being unable to finance the other traffic signal at the southbound off-ramp terminal, however, it is recommended that we discuss the matter with them.

L. E. George

L. E. George
Operations Engineer

LEG:ap
Attachment

F. B. KLABOE

7-7-71

REFERRED TO
George
ENGR.

copy

Please proceed as outlined above.
J

cc Porter

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1971

To: L. E. George
Operations Engineer

OFFICE

SUBJECT: Signal & Illumination Installations
Market Street Interchange
Pacific Highway
Salem

On Friday, June 18, I contacted Glen Hossner of the Federal Highway Administration and discussed with him the matter of illumination and signalization at the Market Street Interchange in Salem.

Mr. Hossner told me that his office agreed that there is a need for additional illumination at this interchange. However, their policy states that in as much as the present illumination was installed as an Interstate project, further funds can not be expended. For a purely illumination job at such time as we proceed with a safety project on this section, it may be possible that with proper documentation tower illumination will be approved.

In regard to signalization of the ramp terminal intersections Interstate funds may be used for the easterly intersection. However, again their rules are such that the westerly intersection does not qualify as an Interstate project. The limit of Interstate funds is the intersection of the southbound off-ramp and on-ramp with Hawthorne Avenue. Thus, they can not approve as an interstate project signalization of the intersection of Market and Hawthorne, even though in actual practice this serves as the ramp terminal intersection and Hawthorne Avenue is a frontage road for Interstate 5.

It is not believed that further correspondence with the Federal Highway Administration would be of any benefit. It is suggested that we talk to the City about signalizing the intersection of Hawthorne and Market as a TOPICS project.

Val Johnson
Traffic Control Engineer

VPJ:pb

SP*52475-734

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-) 7692
Market Street Interchange
Illumination

Mr. Merchant, by letter of March 2, requested review and comments on preliminary illumination plans for full illumination of subject interchange. The interchange was partially illuminated with Interstate funds in 1959.

The data submitted, including collision diagrams, have been carefully reviewed. The collision diagrams indicate that most of the accidents occur at the Market Street-Hawthorne Street and northbound offramp - Market Street intersections. It would seem that full interchange illumination would have very little effect on these high accident locations.

It is suggested that consideration be given to signalization of these two intersections. Signalization of the northbound offramp - Market Street intersection would be eligible for Interstate funds. The Hawthorne-Market Street intersection, being City streets, would not be eligible for Interstate funds but could qualify as a TOPICS project.

It is recommended that full illumination of this interchange be deferred until such time that the need is more apparent.

cc:
Region (08-00.33)
OSHD (D. Christianson)

REFERRED TO
George - Hall - Merchant - Johnson

Please see me

Slabo

NOTED
TOM EDWARDS

1971

NOTED
F. B.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7973 Umpqua Hwy. Jct. (Reedsport) 1973
Sec. of Oregon Coast Highway
(Grad., pav. & tr. signals) ■

7973

File

From the desk of:
H. Scott Coulter

Feb. 10, 1977

Oregon Transportation Commission

Gentlemen:

I'll bring this matter before you at the February 15 meeting.

Scott

H. S. Coulter

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

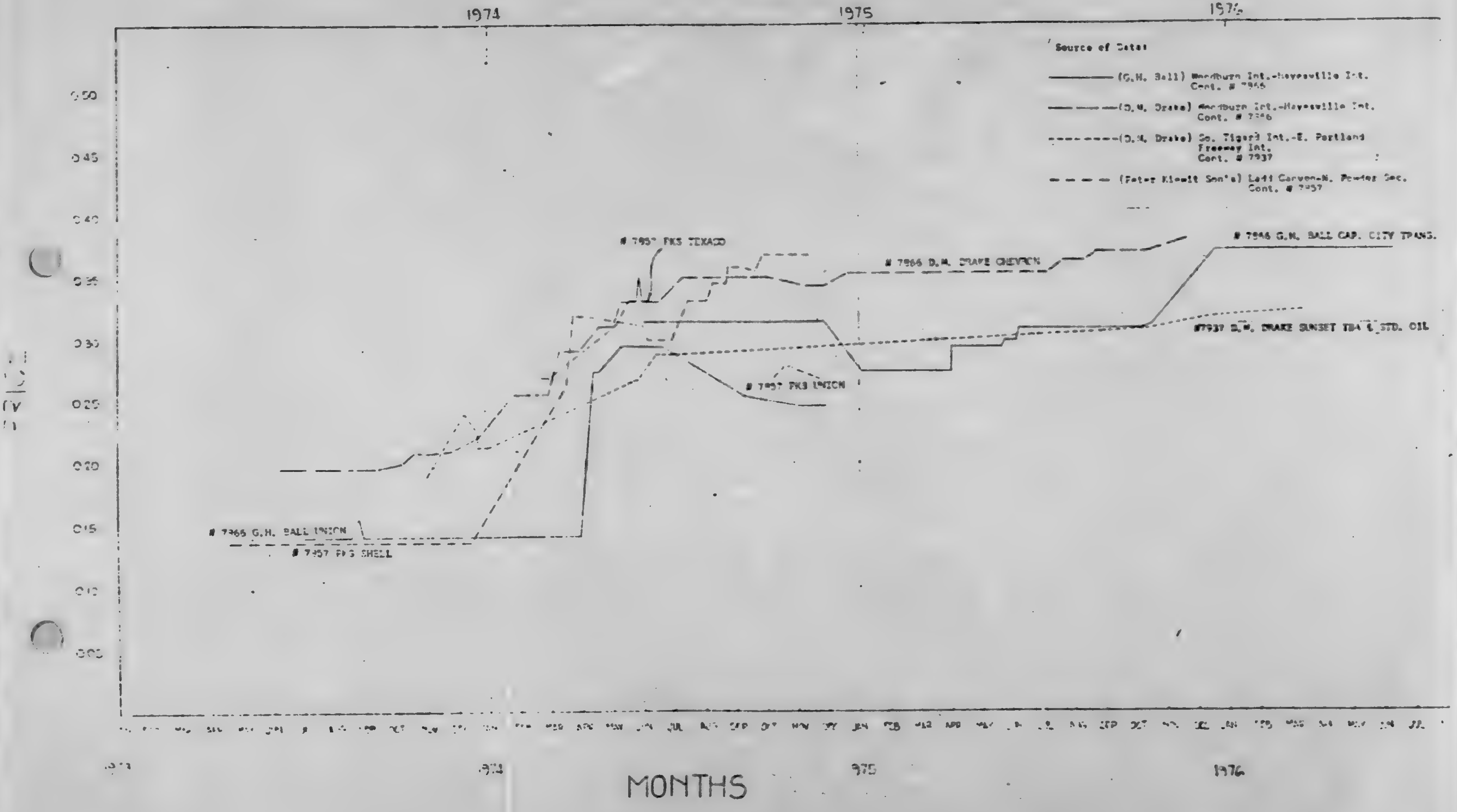
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. HE. KKlaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL
OF DIESEL OIL FROM JAN. 1973 TO
AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
			ACTIVE CLAIMS				
urn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
gard-E. Portland eway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
n-Freewater- h. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
			INACTIVE CLAIMS - DENIED OR DROPPED				
Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
an's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
n Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
a Hwy. Jct. edsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
St.-Pac. Hwy. hland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

ithout excluding any %.

xcludes fuel used for change order work added to contract. No further % reduction.

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

ACTIVE CLAIMS

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMA
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fue and after 10%
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fue and after 10%
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $3 phalt & $53,236 related to late time.

INACTIVE CLAIMS - DENIED OR DROPPED

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMA
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasol
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Appare
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 denied.
789[illegible]	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ asphalt denied tract conflict
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ & propane; sub conflict, deni
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gaso Asphalt, droppe

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

   Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia srb

J

7973

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7973

Salem, Oregon
December 5, 1974

FROM: C. T. Keasey C T Keasey
Construction Engineer

SUBJECT: Umpqua Highway Jct. (Reedsport)
Contract No. 7973
Petroleum Product Escalation Request

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

We have reviewed the request for price escalation in the total amount of $5,016.06 forwarded by prime contractor Laskey-Clifton Corp. on behalf of their subcontractor and material supplier, Johnson Rock Products. The request is based on 129.5 tons of asphalt and 6,813 gallons of propane.

In considering this request, we have reviewed the subcontract between Johnson Rock Products and Laskey-Clifton Corp. and the actual quantities of AC and the related money amounts as shown on the attached data sheet. Bids on this project were opened November 29, 1973. The steeply rising cost trend of asphalt and other petroleum products was very apparent at that time. Diesel prices had increased three times in less than two months. We note that on December 11, only six days after this contract was awarded, a meeting was held by the AGC-OSHD Task Force on energy crisis at which time the price and availability of asphalt was openly discussed. We further note that this contract is only the next to last to even be eligible for consideration for petroleum escalation under Senate Bill 1009 (the eligibility cutoff date is January 15, 1974). The contractor's bid price of $14.85 per ton (includes asphalt) would indicate some awareness of the asphalt price trend. The engineer's estimate on the item was $14.25 and the only other bidder on the project was at $14.50.

The contractor offers no information at all as to his efforts, if any, to secure price protection on this work. The implication is that the material was purchased purely as a commercial purchase at time and place of delivery. The paving subcontract is apparently on this basis. It covers AC laydown only. It is therefor interesting to note that the claim is presented by Johnson Rock Products and is only forwarded by the prime contractor who should have been paying for the mix as a separate item. It is likely that the subcontract was limited only as a subterfuge to get around the 50 percent limitation. It does serve the purpose of putting the laydown price of $4.00 per ton in the record. This leaves $10.85 per ton available at the contract price just to secure the mix (including the haul).

The requested adjustment amounts to only 3.7 percent of the total contract price. We do not believe the contractor has shown a really severe economic impact. Considering all the above, we conclude that this request does not meet the intent of the escalation law.

RECEIVED
1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

RECEIVED
DEC 6 1974
Office of
Assistant State Highway Engineer

The file on this matter has been reviewed quite thoroughly with Mr. Coulter and the decision against the requested adjustment is unanimous. Please advise the contractor accordingly.

JAB:CTK:fr

Att.

cc: H. S. Coulter

Umpqua Highway Junction (Reedsport) Section   Contract #7973

Contract quantity vs. actual quantity - A.C.

$\frac{\text{Act. Amt. } 2{,}273 \text{ tons}}{\text{Cont. Amt. } 2{,}850 \text{ tons}} \times 100 = 79.7\%$, or $\underline{\underline{20\%}}$ under plan amt.

Subcontract

Subcontractor: Johnson Rock Products
for all of BI #16, A.C. Approaches @ $60.00 ea.
(Bid @ $65.00 ea.)
Part of BI #10 Lay Cl. "C" A.C. @ $4.00/ton
(already delivered to job site)
(Bid @ $14.85/ton)

Dates. Completion time, 260 calendar days

Contract Bid: November 29, 1973
Contract Award: December 5, 1973
Subcontract Signed: December 20, 1973

The adjustment requested as a percentage of the contract amount.

September 1974 Semi-final amount $136,903.11, (-0.51%)

October 24, 1974 Johnson Rock Products' request $5,016.06
(includes $872.08 propane + $4,144.00 asphalt)

$\frac{\$5{,}016.06}{\$136{,}903.11} \times 100 = \underline{\underline{3.7\%}}$ of semi-final

7973

J

December 3, 1974

St. Paul Fire and Marine Ins. Co.
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On November 14, 1974, we wrote to you concerning release of final payment on Contract No. 7973 awarded to Laskey-Clifton Corporation for work on the Umpqua Highway Junction (Reedsport) Section of the Oregon Coast Highway in Douglas County.

Final payment on this contract is $6,869.99 and the total contract amount is $137,506.67 including $106.86 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Laskey-Clifton Corporation
Laskey Road
Reedsport, OR 97467

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7973

November 12, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM
C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7973, Work Completed September 18, 1974

Project Umpqua Highway Jct. (Reedsport)

Highway Oregon Coast, County Douglas

Type of Work Grading, Paving and Traffic Signals

Contractor Laskey - Clifton Corporation

Recommended Acceptance Date November 13, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

7973

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umpqua Highway Junction (Reedsport)

WEEK ENDING: October 11, 1974

SECTION PREFIX: 10-1613

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB: Umpqua Highway Junction (Reedsport)

KIND OF WORK: Grading, Paving & Traffic Signals

CONTRACTOR: Laskey-Clifton Corp.

CONTRACT NUMBER: 7973

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Dec. 5, 1973

DATE WORK STARTED: Jan. 2, 1974

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 260

CALENDAR DAYS USED: 265

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $ 178,884.52

EXCLUSIVE OF ENGINEERING: $ 164,699.84

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 156,842.20

ESTIMATED PERCENT: OVERRUN UNDERRUN: over 0.26 %

ENGINEERING AUTHORIZATION: $ 14,184.68

This week: 0.00

ENGINEERING COST TO DATE: $ 22,750.00

PERCENT OF AUTHORIZATION: 160 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 8-18-74

Semi-final submitted 10-8-74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24				0.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.24				0.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,000				2,850
TOTAL QUANTITIES CORRECTED TO DATE	7,474.6				2,272.57
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,474.6				2,272.57
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Signals	Irrig.						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair all week.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K RECEIVED Scofield
Bond Glenn
Jackmond OCT 14 1974 Berg
Harwood
Johnsen
Walker

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

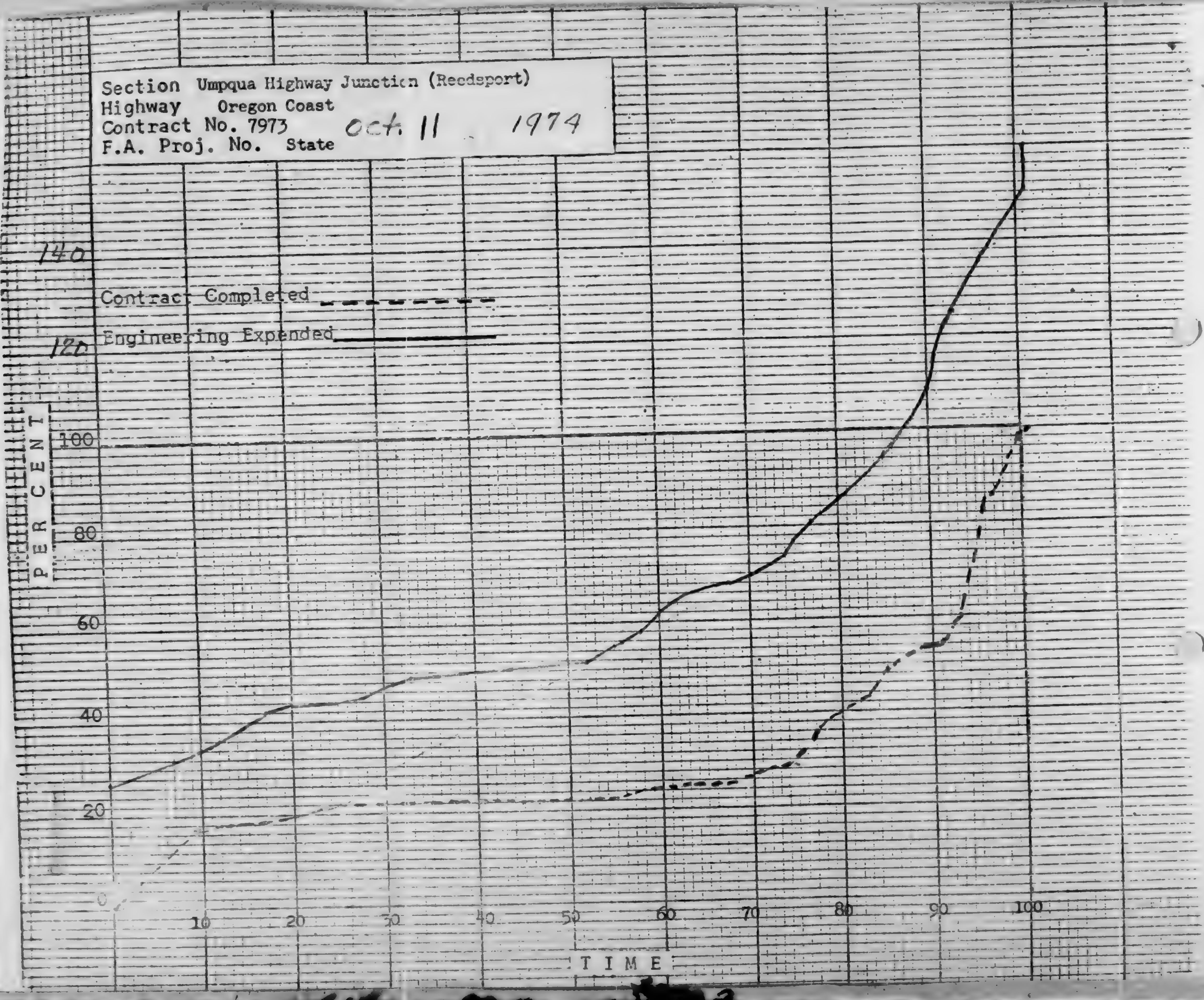
This job is completed and the semi-final estimate was submitted to the region office on 10-8-74.

FINAL REPORT

SIGNED J. V. Blickenstaff LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216



Section Umpqua Highway Junction (Reedsport)
Highway Oregon Coast
Contract No. 7973 Oct. 11 1974
F.A. Proj. No. State

Contract Completed - - - - - - - -
Engineering Expended ____________

7973

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Umpqua Highway Junction (Reedsport) ✓ Date Sept. 3, 1974

Highway Oregon Coast Contract No. 7973 ✓

County Douglas Prefix 10-1613 ✓

Contractor Laskey-Clifton Corp. F. A. Project No. State ✓

Address 721 Elm Ave., Reedsport, Ore. 97467 Order No. 1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Apply emulsified asphalt tack coat to old pavement surface to facilitate feathering new asphaltic concrete.

Location by station numbers:

Throughout the project

Estimate of quantities and cost:

Labor	$40.00
Equip.	10.00
Materials	50.00
Total	$100.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions in the contract to apply a tack coat to the surface of the old pavement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $178,884.52

Present estimate of project cost, including $100.00 ✓ for work under this order $178,884.52

Expected under-run / over-run amount . . . . $ 0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: ✓ Resident Engineer

Approval Recommended: J. X. Wilson ✓ Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved ✓ Construction Engineer.

AD

SP*67866-734

cc: Materials, Zitzewitz

S

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

174 9

April 24, 1974

Crawford and Company
2445 Oakmont Way
Eugene, OR 97401

NOTED
A.E.

ATTENTION: Jeff Mickelson, Adjuster

RE: Your Insured: Steve Thornton
Your Claimant: Riley E. Lott, Sr.
DOA: 1-31-73
Your File No.: 230-4909

Dear Sir

In regards to your letter of March 5, 1974, this matter has been referred to our insurance carrier. All further correspondence from your office regarding this matter should be sent directly to them.

Their address is: Chubb/Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, OR 97232.

Sincerely yours

Jack L. Sollis
clw

Jack L. Sollis
Assistant Attorney General

NOTED
H.S. COULTER

clh

RECEIVED
STATE HWY ENGR

APR 25 '74

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

bcc Al Johnson

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 23, 1974

Chubb/Pacific Indemnity Group
Lloyd Building
700 N. E. Multnomah
Portland, OR 97232

Attention: Bob Holman

RE: Claimant: RILEY E. LOTT
DOA: 1-31-74
Your File No. ______
Our File No. ______
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

XX Report of loss from claimant.
XX Report of Highway Personnel concerning above loss.
______ Supplemental report of Highway Personnel concerning above loss.
______ Notice of claim from claimant's insurance company.
______ Notice of impending legal action.
______ Summons and complaint served on ______
______ Miscellaneous ______

By presenting a copy of this letter, you and your authorized personnel may interview Highway Division Personnel and secure any necessary information or documents from them.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

RECEIVED
STATE HWY ENGR
APR 23 '74
REFER TO
FOR
Info Invest R/D DIR Sign Act File

JLS:clh
bcc: [redacted]

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

RECEIVED
APR 1 5 1974
LEGAL

DATE March 28, 1974

TO Mr. A. Shirley
Regional Engineer
Roseburg

Page 1 of 3 Pages

MAINTENANCE ENGINEER
RECEIVED
BME ES AA FILE TA

FROM L. V. Blickenstaff
Resident Engineer
Coquille

SUBJECT Motor Vehicle Accident of Jan. 31, k974
Steve Thornton - Riley E. Lott
Umpqua Highway Jct. (Reedsport) Sec.
Oregon Coast Highway
Contract 7973

On March 22 I received a letter from the region office asking me to investigate the subject accident. I went to North Bend and picked up Mr. Borns who was the inspector on the job at the time of the accident and we drove to Reedsport. We reviewed the contractor's activities prior to the time of the accident which were as follows:

Jan. 24	Contractor placed fill material on the shoulder of the northbound lanes and placed a conduit on the "B" line.
Jan. 25	Rain, no work. (Friday)
Jan. 28 (Rain)	Contractor installed a culvert pipe across the northerly leg of the interchange and patched the pavement at the cut.
Jan. 29 (rain)	Contractor extended the pipe across the interdhange leg and installed a culvert pipe across the "B" line.
Jan. 30	Rain, no work. I went through the job, observed the pipe installation and patch, examined the warning and construction signing at the 3 end s of the job which were in place. I have no remembrance of mud on the road.
Jan. 31	Rain, no work.

Neither Mr. Borns or I had any previous knowledge of the accident. Mr. Borns said there was no mud on the highway from the filling operations of Jan. 24 and that the high shoulder on the east side of the highway where the fill was being placed was bladed so water would drain off the east shoulder and not run across the road onto the southbound lanes. He said there was some mud on the northerly leg from the pipe installation of the 28th. but to his knowledge none of it got to the SB lanes. He said he thought the rains of the 29th & 30th. had wasked the mud off of the northerly leg.

DATE

TO

FROM

SUBJECT

I talked to Mr. Don Laskey who also said he had no prior knowledge of the accident and did not think there was mud on the SB lanes at the time of the accident. He said his insurance company (Diehl-Fullhart Agency of Reedsport) had informed him of a possible claim and that I could read the letter pertaining to this if I went to their office. I went to their office and read the letter from Crawford & Co. which was practically a duplicate of the one received by us and which said they intended to seek reimbursement from the Lasky-Clifton Corp. Diehl agency said they had turned the matter over to Mr. Wm. Pritchett, insurance adjuster of Coos Bay.

Since the original accident report written by Mr. Richard E. Staley of the Reedsport City Police stated there was mud and grease on the road, I attempted to contact Mr. Staley to find out what he had observed that led to this statement but he was in Portland and I was unable to contact him. They said he would be back on the 27th.

On March 26 I called Mr. Pritchett who said they had also been unable to contact Mr. Staley. He said they did talk to Mr. Steve Thornton, driver of the skidding car, who made no mention of mud or grease on the road. I also called Mr. Washington, Maintenance Foreman, at Reedsport who had no prior knowledge of the accident. He said he remembered the pipe installation of the 28th., of seeing mud on the northerly interchange leg but did not think there was mud on the southbound lanes.

On March 27 I contacted Mr. Staley of the Reedsport PD who was at the accident and wrote the original report. He said the road was slick and he observed other cars skidding. He said that he thought that even the wrecker slid when it towed away one of the cars. He said there was mud on the SB lanes from the Laskey-Clifton operations but wasn't sure about the grease, evidently due to poor light at the time. He further said he told someone, he thought officer David DeSau of the RPD, to contact Laskey-Clifton and tell them to wash the road off. I contacted Mr. DeSau at 11:pm who said he was at the accident but was not told to contact Laskey-Clifton. I did not investigate further to find out what officer had been told to do this.

Thursday morning, March 28, I called Don Laskey who again said he had no prior knowledge of the accident and said no one had contacted him at the time of the accident to wash the road off. I attempted to find out what the temperature was in Reedsport on January 31 to see if there was any posibility of frost but was unable to do so. There must have been something on the road to cause Mr. Staley to mention mud and oil in his report but evidently to such a slight degree that it was not

DATE

TO

FROM

SUBJECT

recognized by anyone previous to the accident as a traffic hazard. Since I have found no evidence of any other mishaps either before or after the accident there is also the possibility that an imprudent speed on the part of the driver contributed to the accident. I understand there was a change in shifts in the mills at the time of the accident which may have a bearing on the matter.

L V Blickenstaff

L. V. Blickenstaff
Resident Engineer

FORM 2-30 (REV. 10-68)

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 14 1974
LEGAL

NOTED
JACK L. SOLLIS

Salem, Oregon
March 13, 1974

SUBJECT: Accident Claim Oregon Coast Highway
acc. 1-31-74

To: A. Shirley, Jr.
Region 3 Engineer

ROSEBURG

Attached is a copy of a letter from an insurance adjuster seeking settlement for an accident that occurred on the Oregon Coast Highway near Reedsport. Please investigate this accident and forward a report through this office for further investigation by our insurance carrier.

ORIGINAL SIGNED BY
WILLIAM W. GEIBEL

William W. Geibel
Maintenance Office Engineer

WWG:pj

cc: Jack Sollis ✓
H. S. Coulter

RECEIVED
STATE HWY E
MAR 7 '74
REFER TO
Sollis
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR - 8 1974
LEGAL

CRAWFORD [illegible] OMPANY
Insurance Adjusters
TELEPHONE: (503) 484-1800

DUANE R. FRUETEL
Branch Manager

2445 OAKMONT WAY
EUGENE, OREGON 97401

cy Conetta

State Highway Department
Salem, Oregon 97310

March 5, 1974

Attention: Accident Claims Division

RE:	Our Insured:	Steve Thornton
	Our Claimant:	Riley E. Lott, Sr.
	Date of Accident:	1/31/74
	Our File Number:	230-4909

Gentlemen:

We are presently investigating an accident which happened on U. S. Highway 101 at the north end of Reedsport, Oregon on January 31, 1974 at approximately 7:50 a.m. The accident involved our insured vehicle being southbound on U. S. Highway 101, spinning out on an area of mud and oil which had been spread on the highway. Insured's car, due to the mud and oil, was unable to be controlled, crossed the center line and struck the claimant, Riley E. Lott, Sr.

We are in the process of settling the property damage and bodily injury claims with Mr. Lott, this letter is intended to put you on notice of our intent to settle his injuries and property damage and to seek reimbursement from the State Highway Department of the monies expended. Our theory of liability is that there was construction proceeding in the area and the State Highway Department should have properly maintained control of the highway to see that mud and oil were not left on it, endangering motorists passing by.

We have presently agreed verbally on a settlement of $300.00 for Mr. Lott's property damage and would anticipate that the bodily injury settlement will substantially exceed that amount.

If you wish to participate in settlement negotiations and/or investigation, we request that you have your representative contact us and we will be glad to cooperate with him in any way we can.

Very truly yours,

Jeff Mickelson

Jeff Mickelson, Adjuster

JM:jb

NOTED
A. E. JOHNS

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident Jan. 31, 1974
Time of Accident 7:52 AM (A.M. or P.M.)
Name of Driver Steven Duane Thornton
Name of Deceased (if any)
Date of Field Investigation March 22, 1974
County Douglas
Highway Name Oregon Coast
Highway Number 9 Route 101
General Location Just north of junction with Hwy 38 in Reedsport
Mile Post 211.50
Posted Speed Legal posted speed- - 35
Construction posted speed- -25

Check Appropriate Items:

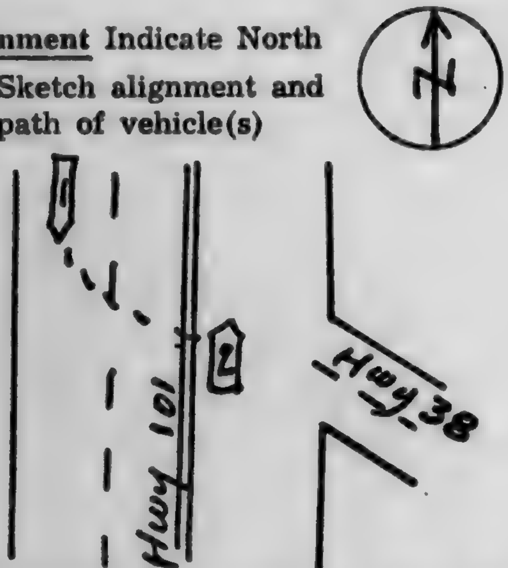
Type of Culture
____ Heavy
____ Moderate
X Light
____ None

Surface Condition
____ Dry
X Wet
____ Snow or ice
____ ________ (Other)

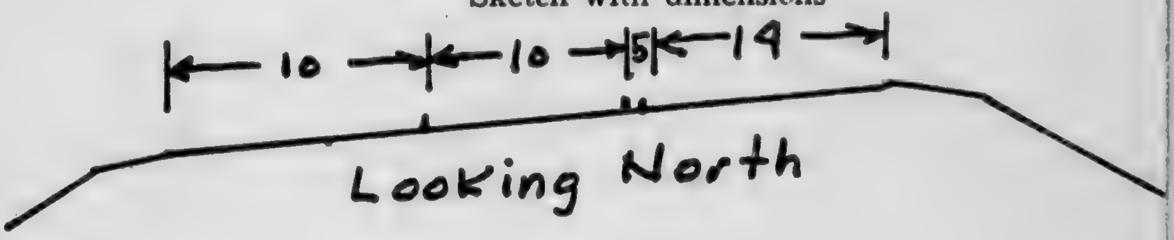
Grade (in direction of Vehicle's travel)
____ Level
____ Hillcrest
____ Approx. 1 % descending
____ Approx. ____ % ascending

Lighting
____ Daylight
X Dawn or Dusk
____ Darkness Illum.
____ Darkness, non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)



Highway, X-Section
Sketch with dimensions



Description of Accident: I have no personal knowledge of this accident. My first notification of it was on March 22, 1974. The information herein contained regarding the location and description of the accident came from a report written by Mr. Richard E. Staley of the Reedsport city police. He stated as follows: Driver of car No. 1 states he was southbound on Hwy. 101 when he saw a vehicle stopped to make a turn onto Hwy. 38. At that time subject #1 states he slowed down to 30 MPH and when he applied the brakes his car turned around in the middle of the road, striking car No. 2. A complete report of my investigation is attached.

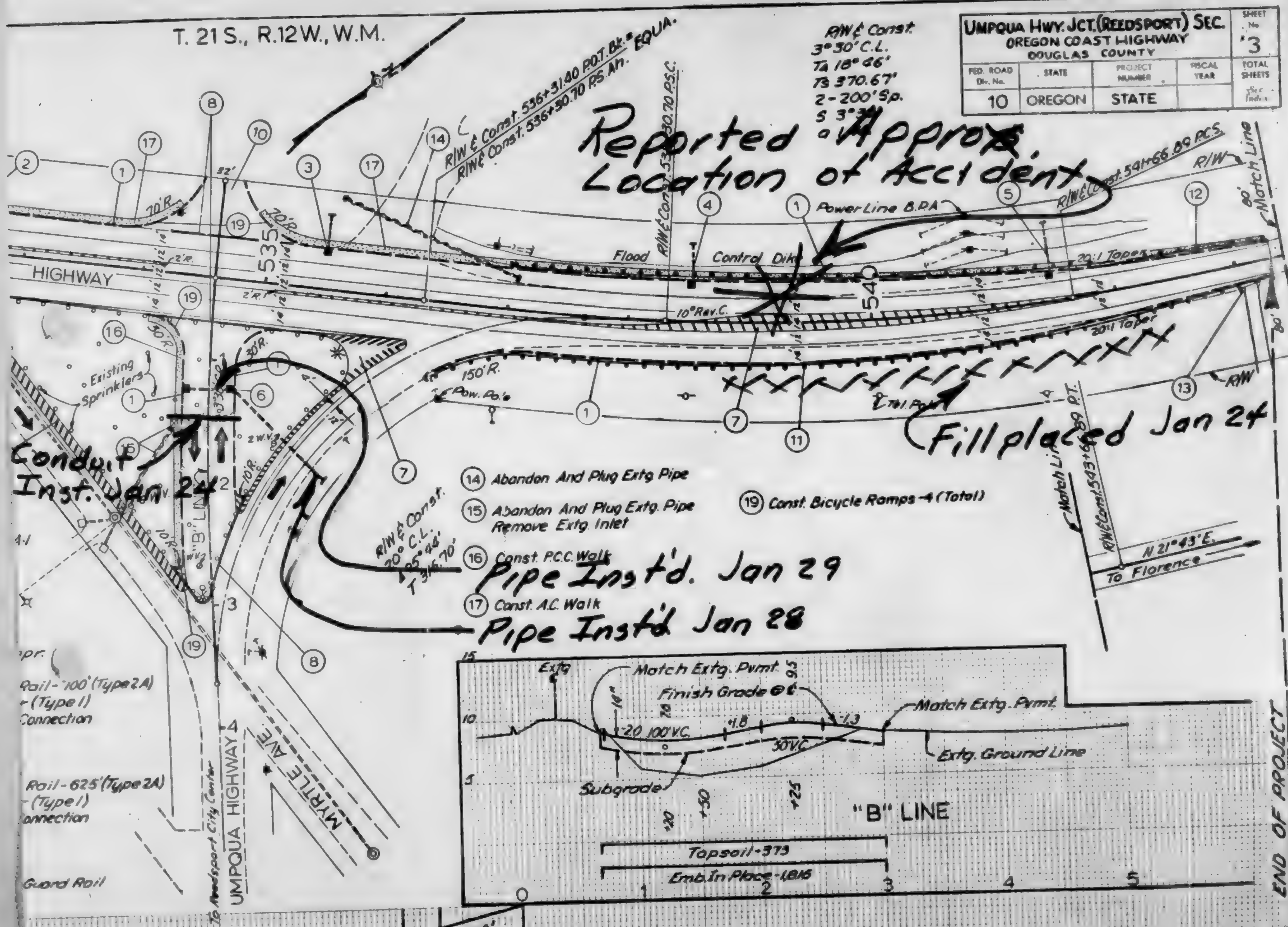
(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

[illegible]

Investigator L.V. Blickenstaff
Title Resident Engineer

11V-170


T. 21 S., R.12 W., W.M.
HIGHWAY
535
540
Flood Control Dike
Power Line B.P.A.
R/W & Const. 536+31.40 P.O.T. Bk. = EQUA.
R/W & Const. 536+30.70 P.S. Ah.
R/W & Const. 538+30.70 P.S.C.
R/W & Const. 541+66.89 P.C.S.
R/W & Const. 543+66.89 P.T.
R/W & Const.
3°30' C.L.
Ta 18°46'
Ts 370.67'
2-200' Sp.
S 3°30'
R/W & Const.
20° C.L.
Δ 95°44'
T 316.70'
10° Rev. C.
20:1 Taper
150' R.
Pow. Pole
Tel. Pole
Existing Sprinklers
"B" LINE
UMPQUA HIGHWAY
MYRTLE AVE.
To Reedsport City Center
To Florence
N. 21°43' E.
Match Line
R/W
80'
Rail-700' (Type 2A)
(Type 1)
Connection
Rail-625' (Type 2A)
(Type 1)
Connection
Guard Rail
END OF PROJECT
STA. 543+30.75
100.70'
Match Extg. Pvmt.
Finish Grade @ ℄
Extg.
Extg. Ground Line
Subgrade
100' V.C.
30' V.C.
Topsoil-373
Emb. In Place-1,816
"B" LINE

UMPQUA HWY. JCT. (REEDSPORT) SEC. OREGON COAST HIGHWAY DOUGLAS COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		See Index

⑭ Abandon And Plug Extg. Pipe

⑮ Abandon And Plug Extg. Pipe
Remove Extg. Inlet

⑯ Const. P.C.C. Walk

⑰ Const. A.C. Walk

⑲ Const. Bicycle Ramps-4 (Total)

Reported Approx. Location of Accident

Conduit Inst. Jan 24

Pipe Inst'd. Jan 29

Pipe Inst'd. Jan 28

Fill placed Jan 24

7973

December 20, 1973

Laskey-Clifton Corporation
Laskey Road
Reedsport, Oregon 97467

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7973 for work on the Umpqua Highway Junction (Reedsport) Section of the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc St. Paul Fire & Marine Ins. Co.
700 N.E. Multnomah
Portland, Oregon 97232

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
Alfred Shirley
L. V. Blickenstaff

7973

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 31, 1973

SUBJECT: Umpqua Hwy. Jct. (Reedsport) Sec.
Oregon Coast Highway

To: J. H. Versteeg
Road Design Engineer
SALEM

NOTED
E. S. HUNTER

At your request, I asked Les Blickenstaff to attempt to determine what could be modified on the above project to reduce cost. In addition, he was to see what might be the problem on this particular job that caused the bid to be so far above the estimate. Attached is Les' report prepared after talking to Lasky-Clifton, which perhaps gives some answers to your questions.

I discussed the project with Jack McCormick and he could come up with no suggestions that might help in reducing costs.

If you can think of anything more we can do to resolve our mutual problem, please let me know.

J. X. Wilson
J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc L. V. Blickenstaff

RECEIVED
NOV 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1	Versteeg	✓
2	A. Olson	
3	Terpin	1
	Scott	
4	Swenson	
Copy	R. Olson	
	Trout	

RECEIVED
NOV - 1 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. A. Shirley
Regional Engineer
Roseburg

DATE: October 19, 1973

FROM: L. V. Blickenstaff
Res. Engr., Coquille

SUBJECT: Umpqua Hwy. Jct. (Reedsport) Sec.
Oregon Coast Highway

Attention Mr. J. X. Wilson:

I was finally able to contact Mr. Don Lasky of Lasky-Clifton today and discuss the Reedsport job with him.

He says Cliff Layton has been down to talk to him and he was told the shrubs and guard rail will be eliminated from the next call for bids.

I discussed the temporary protection and direction of traffic with him and evidently he did not know the state will participate in the flagging costs so he can reduce that item some. He says the $8,620 they bid for finishing also included some other costs which perhaps should have gone on other items. Their price on curbs was the only one they received and they will try to find another Sub.

He feels that eliminating the guard rail will also lower the paving costs and that there is a good possibility they can come up with an acceptable figure the next time around.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

81-125-3016

7973

August 29, 1973

Laskey-Clifton Corporation
Laskey Road
Reedsport, Oregon 97467

Gentlemen:

Yours was the only bid received on August 23, 1973, for work on the Umpqua Highway Junction (Reedsport) Section of the Oregon Coast Highway in Douglas County.

The Transportation Commission today considered and rejected this bid of $170,491.50.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Eugene Ash
Wm. Geibel (SAIF)
Roy Olson

7973

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 24, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM J H Versteeg
J. H. Versteeg, Road Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Umpqua Highway Jct. (Reedsport) Section
Oregon Coast Highway
Douglas County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
9.	Class "C" Asphalt Concrete	Ton	150	$14.00	$2,100.00
16.	4-inch Concrete Surfacing	Sq.Yd.	100	7.00	700.00
				TOTAL	$2,800.00

	(Asph.)	(Conc.)
Width:	5.5'	4.5'
Length:	1,090'	200'

Total of all contract items $124,305.00
2.3 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

NOTED
E. S. HUNTER

RECEIVED
JUL 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7972

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
July 26 Bid Letting

Bids will be taken soon on the following projects. To document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project not previously covered by Commission action.

1. Baldock Safety Rest Area
Pacific Highway, Clackamas County

Utility Improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Umpqua Highway Junction (Reedsport) Section
Oregon Coast Highway, Douglas County

Grade, Pave and Signal project.

A sidewalk will be provided along one side of the intersection channelization project. The primary purpose of the project is to provide a left-turn refuge and reconstruction of the Umpqua Highway connection.

3. Steward Creek-Gore Creek (Medford) Section
Rogue Valley Highway, Jackson County

Grade, Pave and Signal project.

Footpaths or bicycle trails will not be provided as the purpose of this project is to construct a left-turn refuge to private property. No Highway funds are involved.

4. La Grande Office Building
Wallowa Lake Highway, Union County

Landscaping project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

This will be an item on the agenda for the August 14 meeting and your approval is requested.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Gary Sund
Bob Whipps

JDM:jp srb

7973

FORM E-80-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1973

SUBJECT: Umpqua Hwy Junction (Reedsport) Section
Oregon Coast Highway
Douglas County

To:

Mr. J. H. Versteeg
Road Design Engineer

In reviewing the subject project as designed, I noticed there are no provisions for pedestrians or bicycles. In view of the 3-1/2-foot existing walkways on each side of the Umpqua River structure and the location of the project, I can see no justification for excluding a footpath along one side of the one-quarter-mile construction project if right of way permits.

Mr. McClure has discussed the project with Mr. Watson and it appears there is enough right of way to permit a walkway along the westerly side.

I recommend that a 5-foot asphaltic concrete walkway (6 feet wide in the areas of guard rail) be constructed from Station 532 to the structure and a 5-foot walk constructed along the south side of the "B" line to serve the downtown area as shown on the attached plan.

E. S. [illegible]

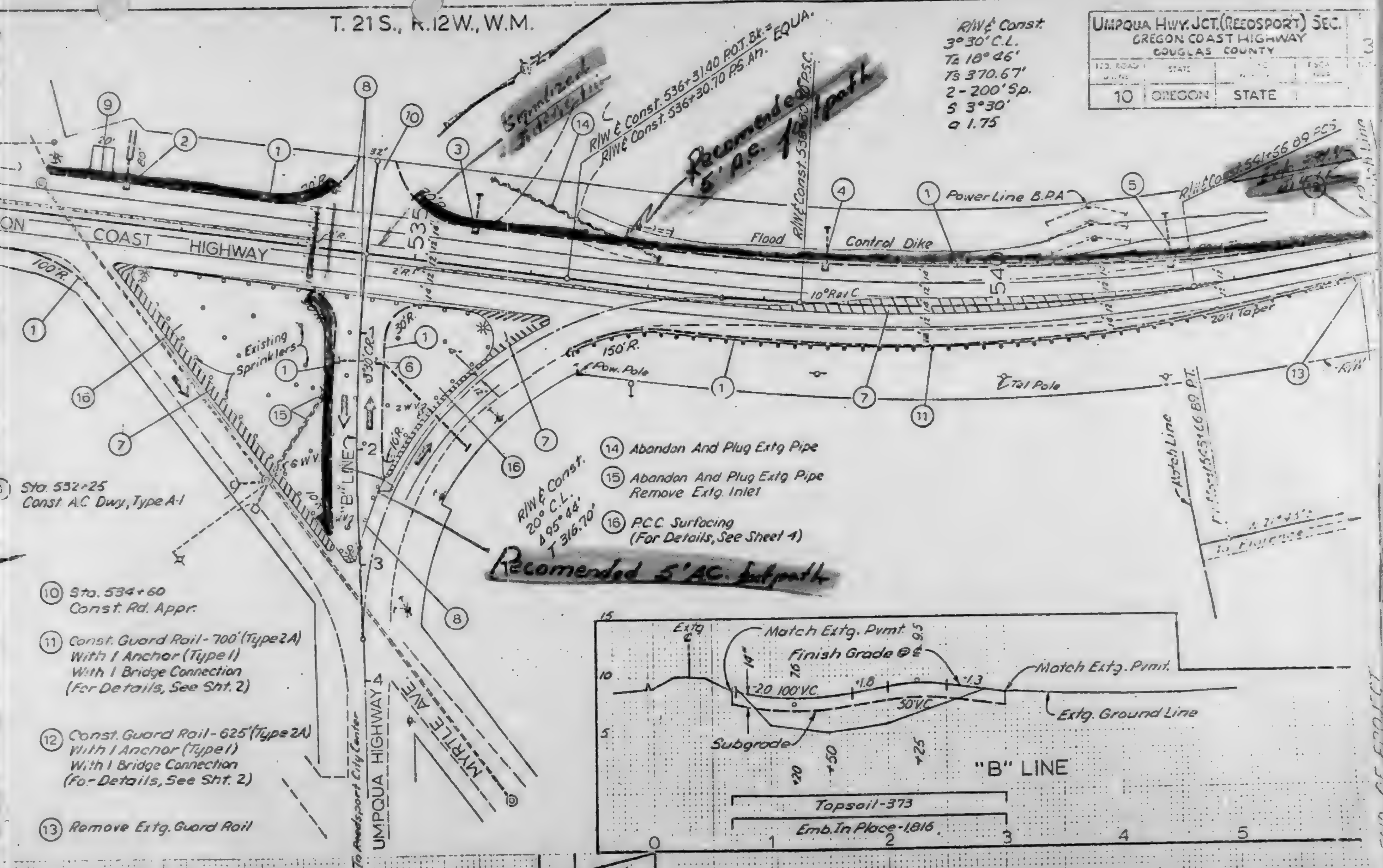
Victor D. Wolfe
Location Engineer

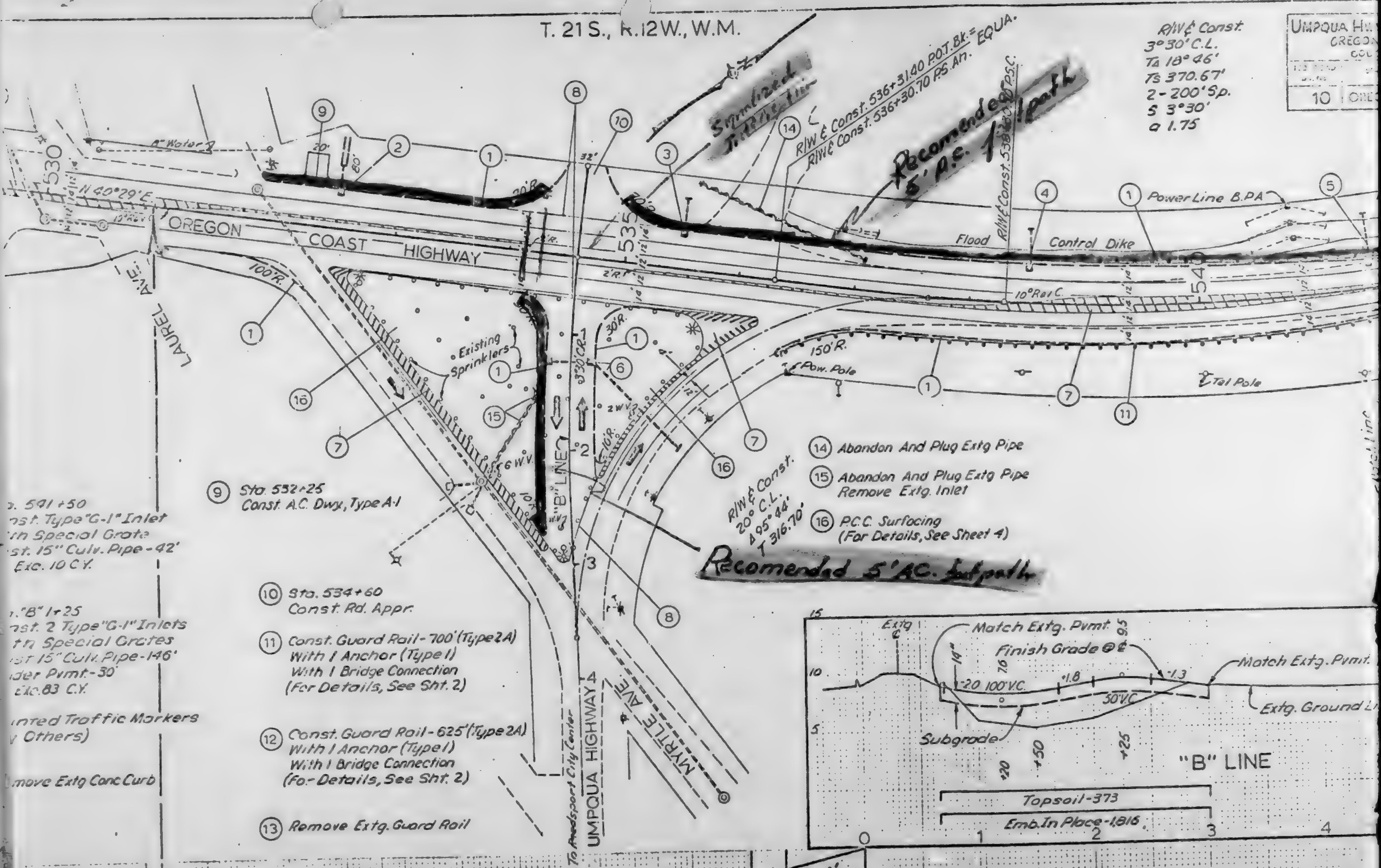
JDM:jp
Attach
cc: E.S. Hunter
R.D. Hector

RECEIVED
JUL 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UMPQUA HWY. JCT. (REEDSPORT) SEC.
OREGON COAST HIGHWAY
DOUGLAS COUNTY

10	OREGON	STATE	


T. 21 S., R.12 W., W.M.
COAST HIGHWAY
UMPQUA HIGHWAY
MYRTLE AVE.
"B" LINE
To Reedsport City Center
Existing Sprinklers
Power Line B.P.A.
Flood Control Dike
R/W & Const. 536+31.40 P.O.T. Bk. = R/W & Const. 536+30.70 P.S. Ah. EQUA.
R/W & Const. 538+30.05 P.S.C.
R/W & Const. 541+56.89 P.C.S.
R/W & Const. 3°30' C.L. Ta 18°46' Ts 370.67' 2-200' Sp. S 3°30' a 1.75
R/W & Const. 20° C.L. Δ 95°44' T 316.70'
Recomended 5' A.C. footpath
Recomended 5'AC. footpath
Symlized
535
540
100'R.
150'R.
30'R.
10'R.
32'
20'
80'
2'R.
10° Rai C.
20:1 Taper
Pow. Pole
Tel. Pole
3°30' C.R.
2 W.V.
6 W.V.
Match Line
Sta. 563+66.89 P.T.
R/W
(5) Sta. 532+25
Const. A.C. Dwy., Type A-1
(10) Sta. 534+60
Const. Rd. Appr.
(11) Const. Guard Rail - 700' (Type 2A)
With 1 Anchor (Type 1)
With 1 Bridge Connection
(For Details, See Sht. 2)
(12) Const. Guard Rail - 625' (Type 2A)
With 1 Anchor (Type 1)
With 1 Bridge Connection
(For Details, See Sht. 2)
(13) Remove Extg. Guard Rail
(14) Abandon And Plug Extg Pipe
(15) Abandon And Plug Extg Pipe
Remove Extg. Inlet
(16) P.C.C. Surfacing
(For Details, See Sheet 4)
Extg. ℄
Match Extg. Pvmt.
Finish Grade @ ℄
Match Extg. Pvmt.
Extg. Ground Line
Subgrade
14"
-2.0 100' V.C.
+1.8
-1.3
50' V.C.
9.5
7.6
"B" LINE
Topsoil - 373
Emb. In Place - 1816
100.70'
END OF PROJECT



T. 21S., R.12W., W.M.
OREGON COAST HIGHWAY
UMPQUA HIGHWAY 4
To Reedsport City Center
LAUREL AVE.
MYRTLE AVE
"B" LINE
530
535
540
N 40°29' E.
100'R.
150'R.
30'R.
10'R.
20'R.
8" Water
Existing Sprinklers
6 W.V.
2 W.V.
3°30' C.R.
Pow. Pole
Tel Pole
Power Line B.P.A.
Flood Control Dike
10° Rel C.
R/W & Const. 536+31.40 P.O.T. Bk. = EQUA.
R/W & Const. 536+30.70 P.S. Ah.
R/W & Const. 538+
P.S.C.
R/W & Const.
3°30' C.L.
Ta 18°46'
Ts 370.67'
2-200' Sp.
S 3°30'
a 1.75
R/W & Const.
20° C.L.
Δ 95°44'
T 316.70'
Streamlined
Recomended 5' A.C. footpath
Recomended 5' A.C. footpath
Extg ℄
Match Extg. Pvmt.
Finish Grade @ ℄
Match Extg. Pvmt.
Extg. Ground Line
Subgrade
-2.0 100' V.C.
+1.8
-1.3
50' V.C.
14"
7.6
9.5
+20
+50
+25
15
10
5
0
1
2
3
4
"B" LINE
Topsoil-373
Emb. In Place-1,816
100.70'
ROJECT
00.00
UMPQUA HWY
OREGON
10

. 591+50
nst. Type "G-1" Inlet
th Special Grate
st. 15" Culv. Pipe - 42'
Exc. 10 C.Y.

. "B" 1+25
nst. 2 Type "G-1" Inlets
th Special Grates
st 15" Culv. Pipe - 146'
der Pvmt. - 30'
Exc. 83 C.Y.

nted Traffic Markers
Others)

move Extg Conc Curb

⑨ Sta. 532+25
Const. A.C. Dwy, Type A-1

⑩ Sta. 534+60
Const. Rd. Appr.

⑪ Const. Guard Rail - 700' (Type 2A)
With 1 Anchor (Type 1)
With 1 Bridge Connection
(For Details, See Sht. 2)

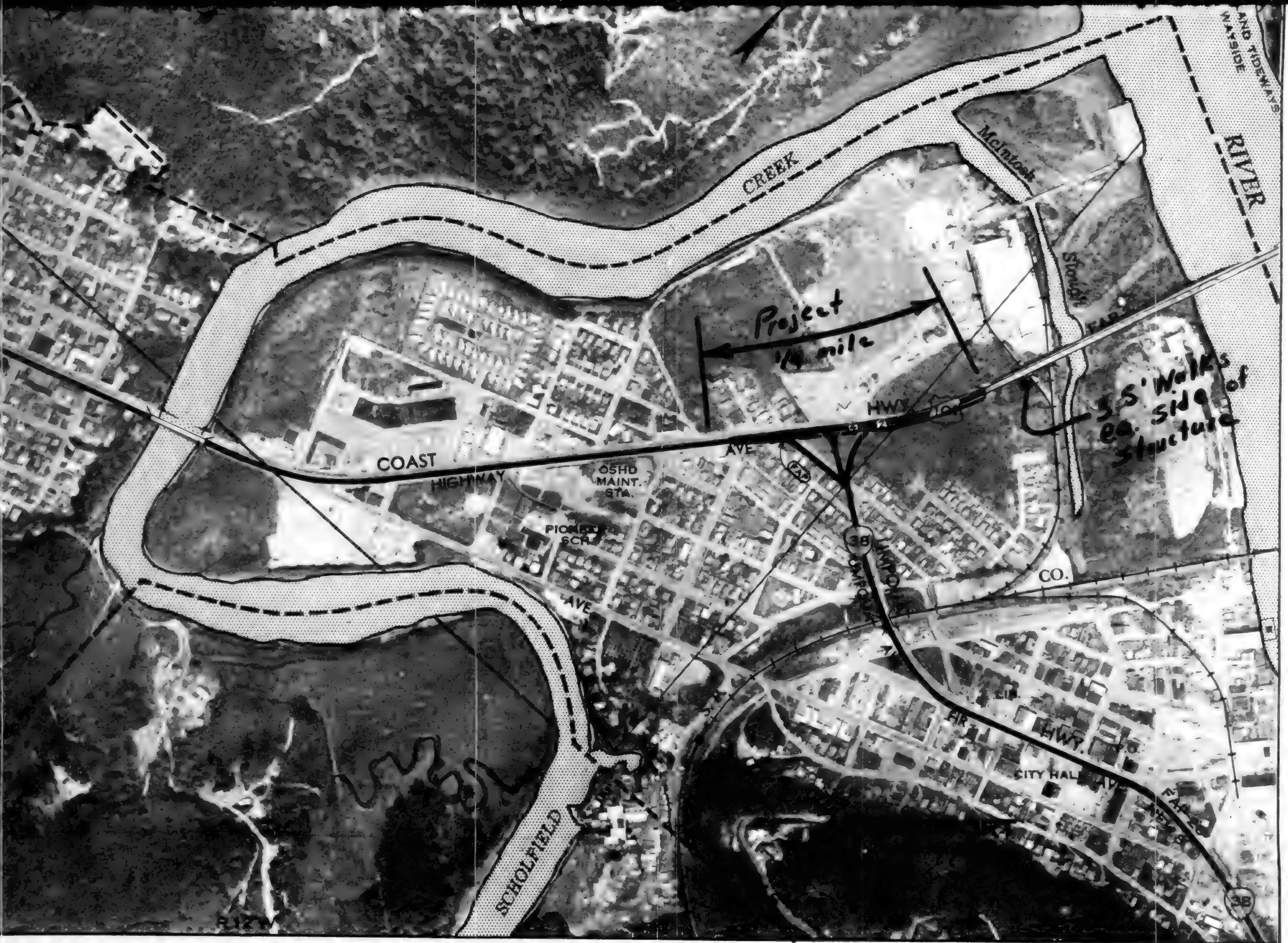
⑫ Const. Guard Rail - 625' (Type 2A)
With 1 Anchor (Type 1)
With 1 Bridge Connection
(For Details, See Sht. 2)

⑬ Remove Extg. Guard Rail

⑭ Abandon And Plug Extg Pipe

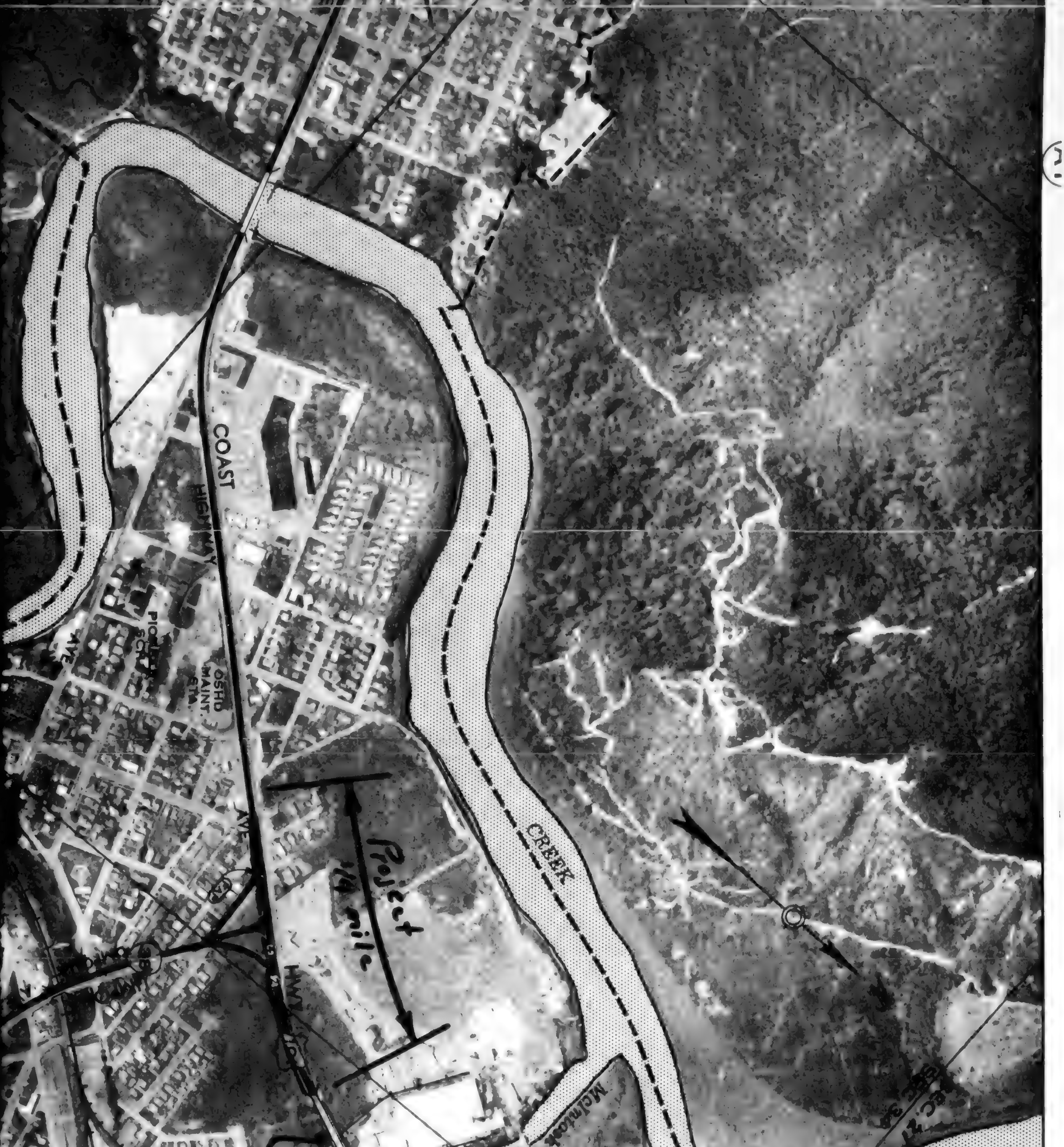
⑮ Abandon And Plug Extg Pipe
Remove Extg. Inlet

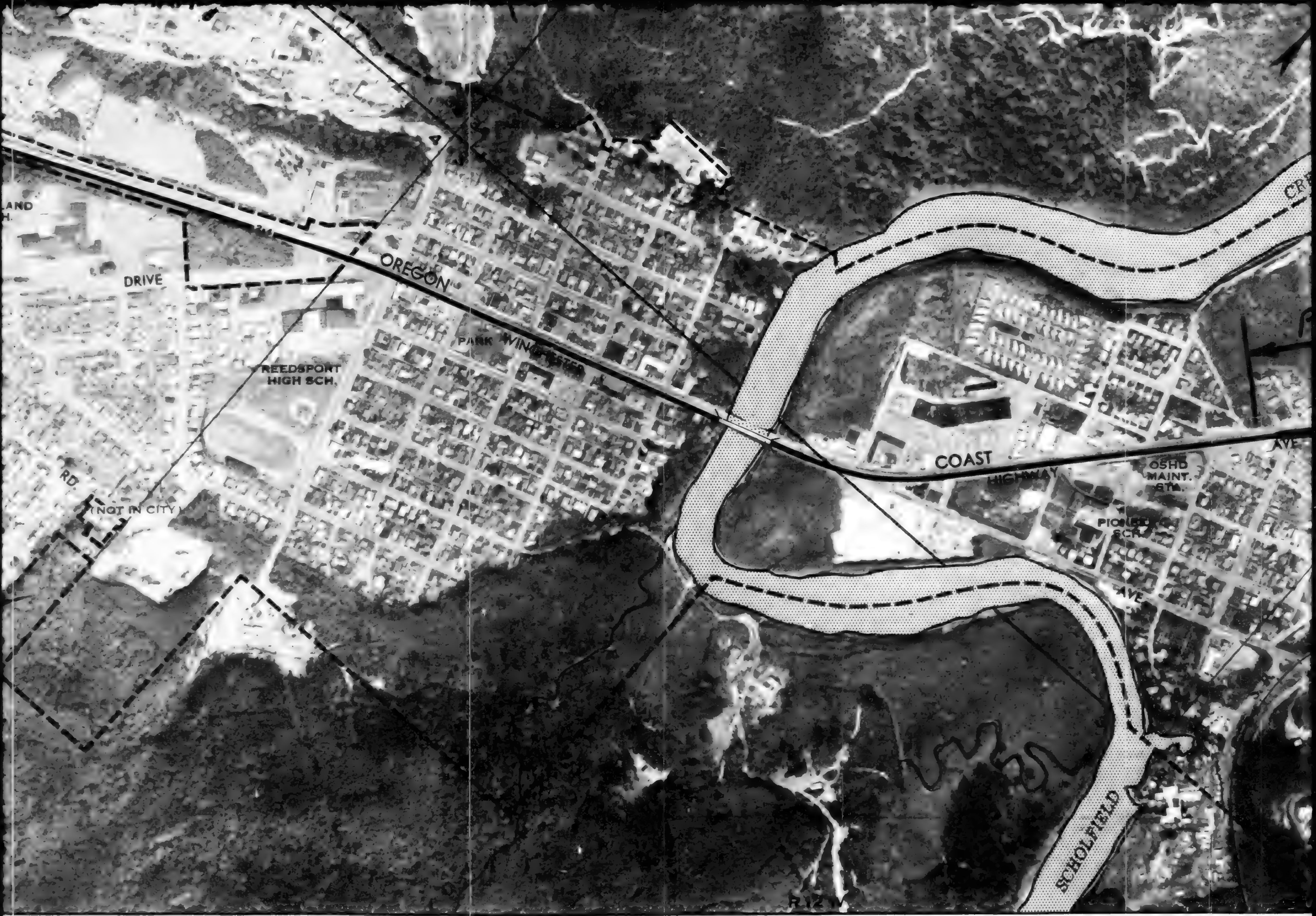
⑯ P.C.C. Surfacing
(For Details, See Sheet 4)

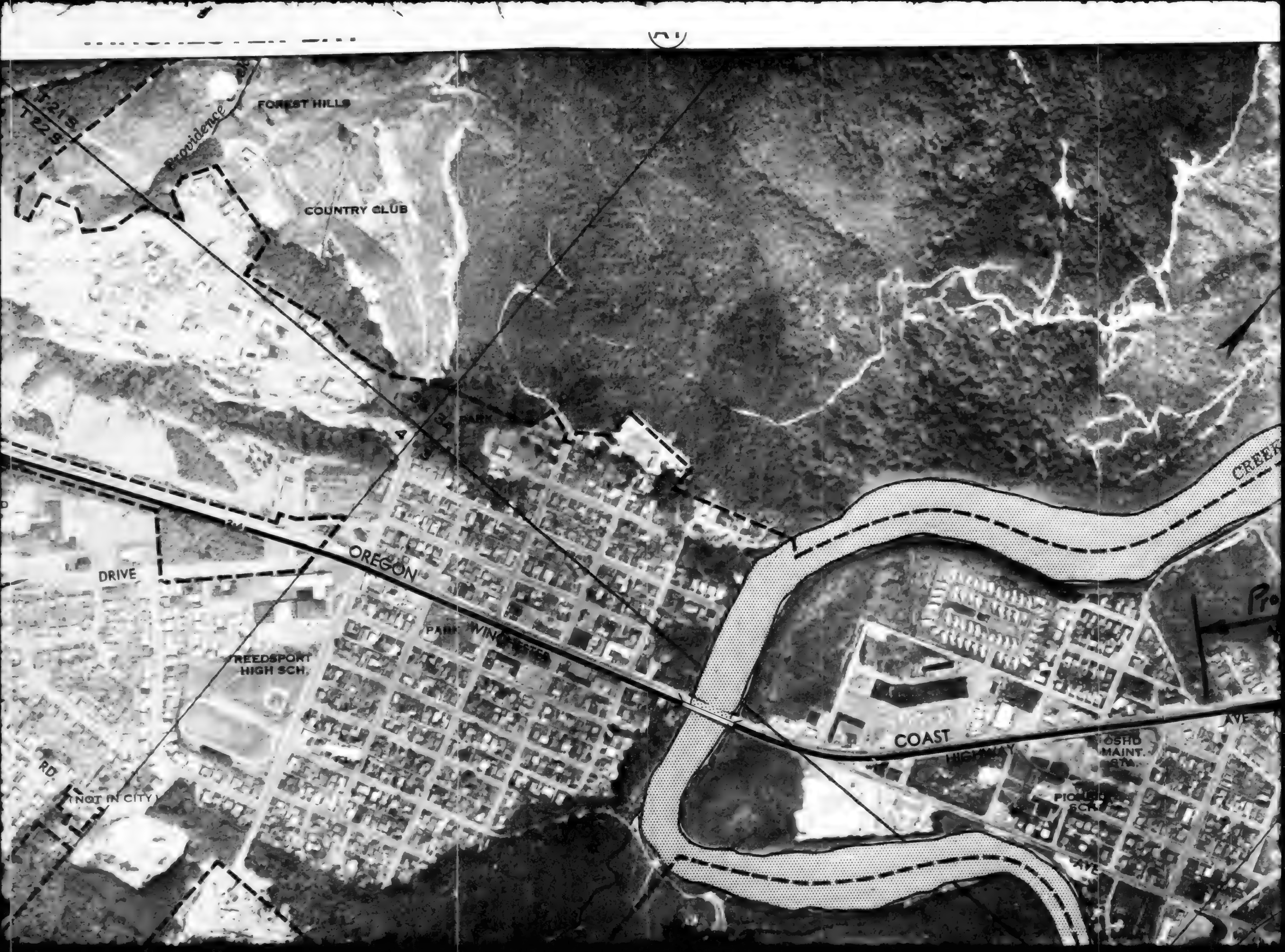

AND TIDEWAYS WAYSIDE
RIVER
CREEK
McIntosh
Slough
Project
¼ mile
3.5' Walks ea. side of Structure
HWY
COAST
HIGHWAY
AVE
OSHD MAINT. STA.
PIONEER SCH.
CO.
38
UMPQUA
AVE
HWY.
CITY HALL
FIR
SCHOLFIELD
R12W

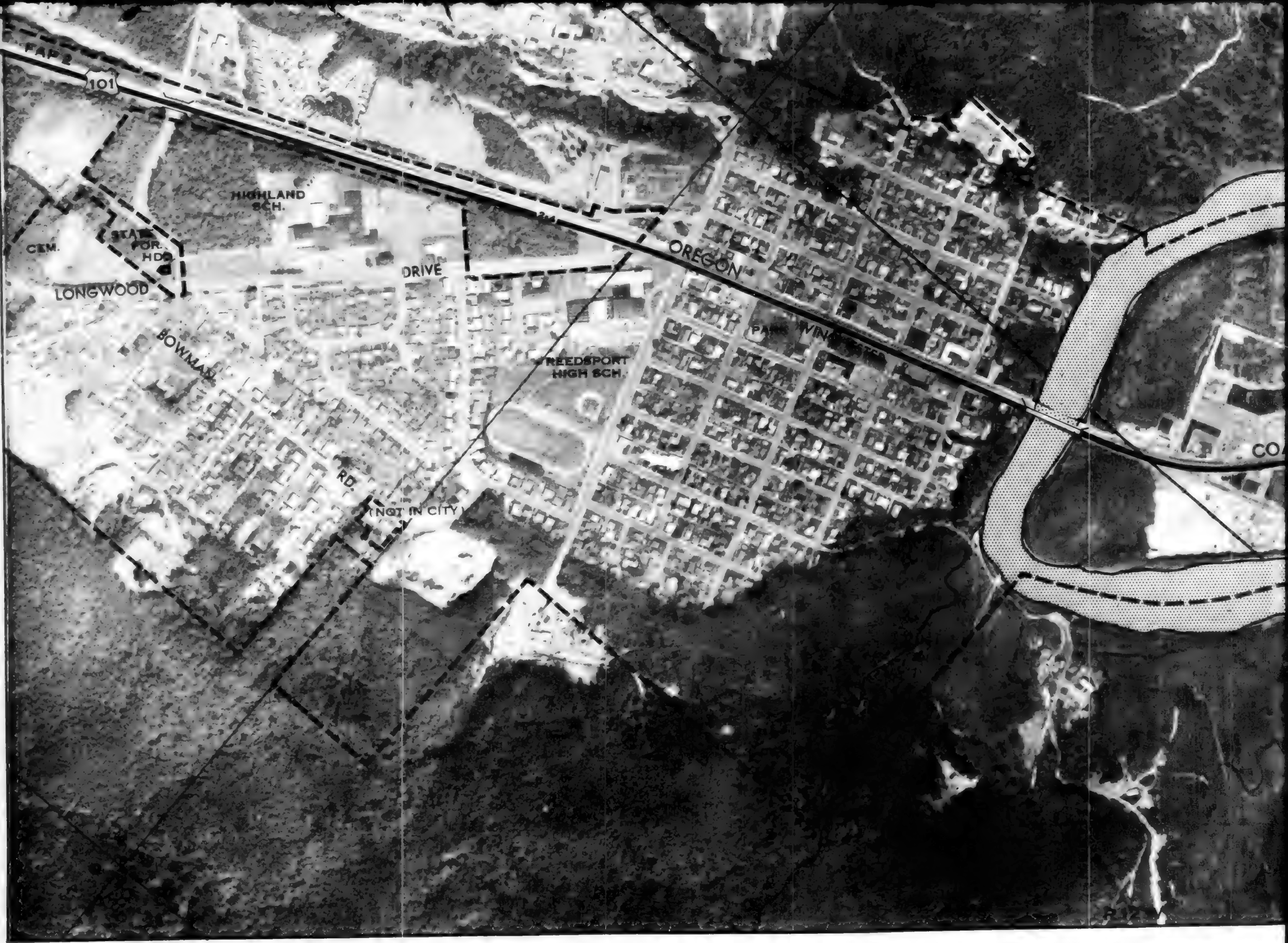
REEDSPORT

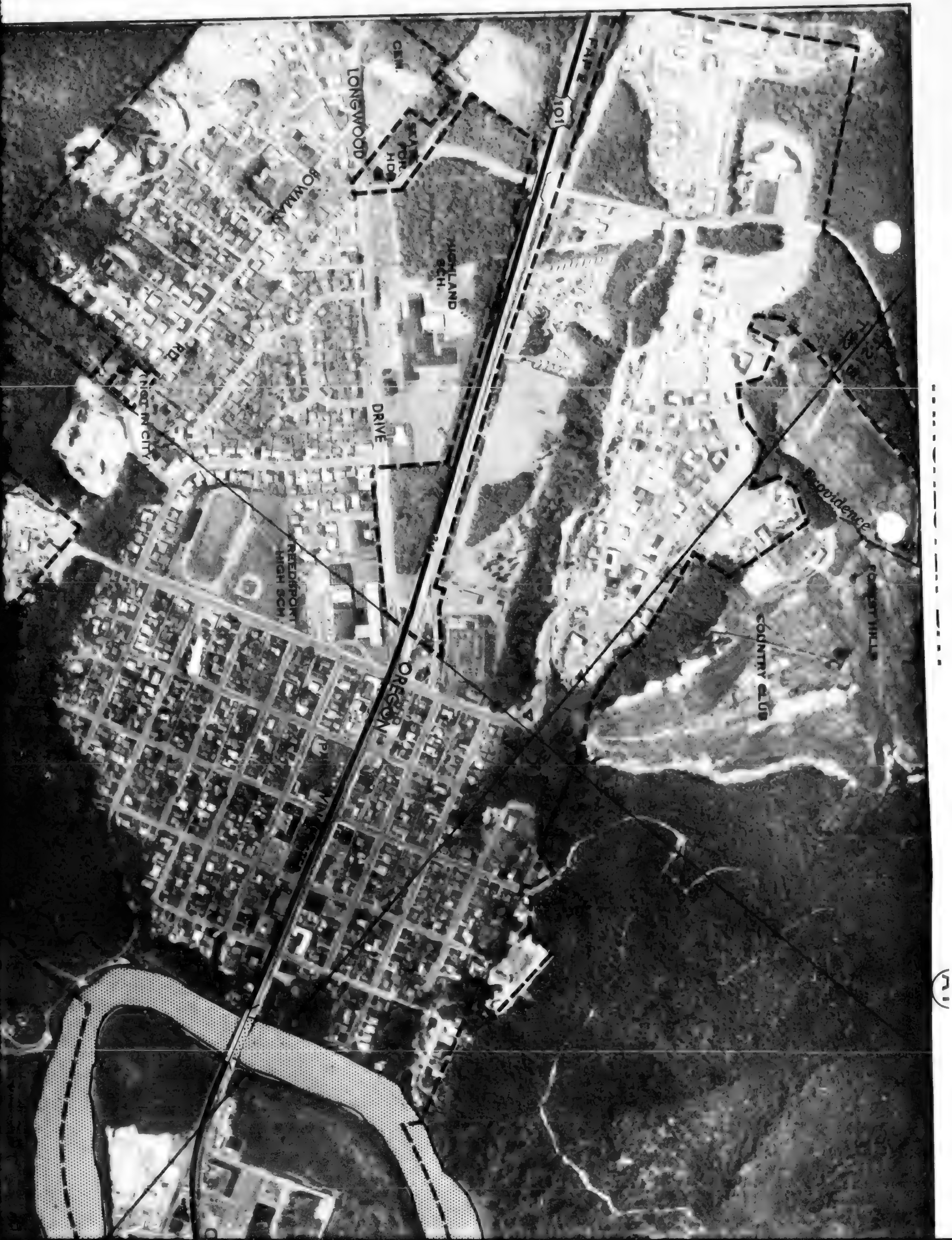
Ⓐ3


COAST HIGHWAY
PIONEER SCH.
OSHD MAINT. STA.
AVE
AVE
HWY 101
CO.
CREEK
McIntosh Slough
UMPQUA RIVER
BOLON ISLAND TIDEWAYS WAYSIDE
SEC 33
SEC 41
Project 1/4 mile
35' Walks of ea side of structure


LAND
H.
DRIVE
OREGON
PARK
WINCHESTER
REEDSPORT
HIGH SCH.
RD.
(NOT IN CITY)
COAST
HIGHWAY
AVE
OSHD
MAINT.
STA.
PIONEER
SCH.
AVE
SCHOLFIELD
R 12 W
CR


T 21 S
T 22 S
Providence
FOREST HILLS
COUNTRY CLUB
PARK
OREGON
DRIVE
PARK
WINCHESTER
REEDSPORT HIGH SCH.
RD.
(NOT IN CITY)
COAST
HIGHWAY
OSHD MAINT. STA.
AVE
AVE
CREEK


FAP 2
101
CEM.
STATE FOR. HDQ.
HIGHLAND SCH.
LONGWOOD
DRIVE
BOWMAN
RD.
(NOT IN CITY)
OREGON
REEDSPORT HIGH SCH.
PARK
WINCHESTER
A
CO



LONGWOOD
CEM.
STATE FOR HD
BOWMAN
RD.
(NOT IN CITY)
HIGHLAND SCH.
DRIVE
REEDSPORT HIGH SCH
101
OREGON
Providence
COUNTRY CLUB
FOREST HILL

7973

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 12, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Intersection of US101 and ORE38**
Reedsport

At the intersection of US101 and ORE38 in Reedsport, conditions are such that the operation of traffic will be greatly improved through the intersection by the installation of traffic signals and a revision of the intersection, including construction of a left-turn refuge.

The total estimated cost of the project, including the intersection revision, is $75,000, which will be charged to Minor Betterment. The State will pay the entire cost of the intersection revision and the traffic signal installation. The State will also maintain the signals.

A verbal contact with the City of Reedsport has resulted in a commitment by the Mayor for the City to accept the future costs of power. Your approval of this project and the authority for the Secretary to sign the agreement when it is received from the City is recommended.

This matter will be on the agenda for your consideration at the April 17 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
L. H. Young
H. S. Cox
Alfred Shirley
Gary Sund
LEG:pb ms

7973

Salem, Oregon
April 9, 1973

Mr. L. E. George
Traffic Engineer

BUILDING

Please draft a letter to the Commission in time for its next meeting requesting authority for the following three projects:

1. Signalization of the Irvington Road-River Road Intersection in Eugene.
2. Signalization with minor grading and paving of the intersection of Highway 38 and Highway 101 in Reedsport.
3. Signalization and warning signs and corrective roadway work you suggested for the two county road intersections immediately south of the McCullough Bridge. # 7910

These are to be financed with State Construction funds.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
L. H. Young

RECEIVED
JUL 24 1972

FOR FILING
7973

July 24, 1972

Ms. Rachel Sund
c/o The Courier
Post Office Box 268
Reedsport, OR 97467

3505
3560
130

Dear Ms. Sund:

This is in response to your July 12 letter concerning traffic improvements at the junction of US101 and ORE38 in Reedsport.

A plan to improve this intersection involves the construction of a new roadway across the large island which would allow the present roadway to provide one-way right-turn movements to and from US101. Any conflicting movements would be channeled through the intersection by means of the new roadway across the island. The intersection would be signalized.

Construction is estimated at $45,000 with signal installation to cost $30,000. This will explain the $75,000 cost for this project.

It is believed that little can be done to improve conditions at the intersection other than the plan outlined above as the problem is a result of the three intersections having conflicting movements. We will, however, instruct the Regional Engineer to investigate this intersection to determine whether or not an interim solution is possible.

Thank you for your interest in traffic matters.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

VPJ:sv is

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
J. H. Versteeg -- Please have the intersection investigated for palliative measures.

July 12, 1972

F. B. Klaboe
Deputy State Highway Engineer
Salem, Oregon 97310

Dear Sir:

I recently attended a Reedsport city council meeting on July 10th as a young person very much interested in my community. At the meeting City Manager Irving Johnson reported on the problem of traffic control at the intersection of Highway 101 and Highway 38 and of having written your department about it.

I was dismayed to find out that your department had rejected our request on the basis of cost of traffic control means, estimated at $75,000. I can recognize that this is a large sum and can understand your discouragement on this matter. Yet what I cannot understand is why traffic control at this intersection would cost the state so much.

Could you please send me information on this as to why this cost and what we can do in the meantime with our intersection problem? A solution to this problem is important since safety at this intersection, in its present condition, is very questionable.

I am also a reporter for Reedsport's local newspaper, The Courier, and thus have an interest in this matter from that point of view. Thank you for helping me in this way. I would greatly appreciate your efforts.

Very truly yours,

Rachel Sund

Rachel Sund
C/o THE COURIER
Reedsport, Oregon 97467

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1 [illegible] 1972
TRAFFIC ENGINEERING

NOTED
R. L. SCHROEDER

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JUN [illegible] 1972

FOR FILING

h 7973

June 27, 1972

2501
3565

Mr. I. G. Johnson
City Administrator
Post Office Box 358
Reedsport, OR 97467

Dear Mr. Johnson:

We have considered the matter of reconstruction and signalization at the intersection of US101 and ORE38 in Reedsport.

The cost of completing this work is approximately $75,000. Since funds are limited, it is not possible to implement this project at this time. We will, however, place this proposal on the list of deferred projects and consider it at a later date.

I am sorry that we cannot be more encouraging about this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

VPJ:sv 1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
J. H. Versteeg

Bud George

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 19, 1972

SUBJECT: Information Concerning Priority and Cost of Signalization
Oregon Coast Highway at Junction with Umpqua Highway
Reedsport

To: L.E. George
Traffic Engineer
SALEM

ATTENTION: Val Johnson

This office has reviewed the subject file as per your telephone request and brought up to date the previous cost estimates for the grading work associated with this project.

Mr. Versteeg has indicated that he wishes to go ahead with the intersection revision and signalization when state construction funds become available for such a project.

Attached are revised estimates of the two grading plans originally considered.

You will recall that the city was in contact with U.S. Plywood Corporation regarding their willingness to relocate their access directly opposite the proposed new intersection to be signalized. Our files show this was never resolved.

Glen L Clark
GLEN L. CLARK
Regional Traffic Engineer

GLC/sn
attach.
cc Jack C. McCormick

NOTED
LE GEORGE

RECEIVED
JUN 1 9 1972
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGINEER

APPROVED
By J H Versteeg
J. H. VERSTEEG
Region Engineer

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 1 OF 1 SHEETS

INTERSECTI UMPQUA HIGHWAY AND OREGON COA HIGHWAY

DOUGLAS COUNTY

SUMMARY OF QUANTITIES AND COST

Plan "B" 6-15-72

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT COST	AMOUNT
eneral Excavation	Cu. Yd.	225	25	250	3.00 2.00	750 500
Embankment in Place	Cu. Yd.	8090	810	8900	3.00 2.00	26,700 17,800
Trench Excavation	Cu. Yd.	54	6	60	6.00 5.00	360 300
Salvage & Reinstall 12" C.M.P.	Lin. Ft.	70	7	77	3.00	231
18" Culvert Pipe	Lin. Ft.	140	15	155	10.00	1,550
Concrete Inlets, Type G-2MA	Each	2	---	2	400.00	800
Extend 3/4" Water Line	All	All	---	All	Lump Sum	25
3/4-0 Stone Base	Ton	360	40	400	6.50 3.25	2,600 1,300
Plant Mix Stone Base	Ton	2000	200	2200	6.50 3.00	14,300 6,600
Class "B" Asphaltic Conc.	Ton	620	60	680	11.00	7,480
Asphaltic Mix	Ton	35	5	40	45.00 35.00	1800 1,400
Miscellaneous Items	All	All	---	All	Lump Sum	500
- Clearing & Grubbing and Removing Existing Structures						
Finishing Roadbed & Slopes						
Watering						
			SUB TOTAL			57,096 $38,486
Engineering & Cont. 15%						8565 5,773
			TOTAL			$44,259 65,661

TABULATION SHEET

SHEET 1 OF 1 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

INTERSECTION UMPQUA HIGHWAY AND OREGON COAST HIGHWAY

DOUGLAS COUNTY

Plan "A" 6-15-73

SUMMARY OF QUANTITIES AND COST

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT COST	AMOUNT
General Excavation	Cu.Yd.	225	25	250	3.00 ~~2.00~~	750 ~~500~~
Embankment in Place	Cu.Yd.	4030	370	4400	3.00 ~~2.00~~	13,200 8800
Trench Excavation	Cu.Yd.	54	6	60	6.00 ~~5.00~~	360 ~~300~~
Salvage & Reinstall 12" C.M.P.	Lin.Ft.	70	7	77	3.00	231
18" Culvert Pipe	Lin.Ft.	140	15	155	10.00	1550
Concrete Inlets, Type G-2MA	Each	2	--	2	400.00	800
Extend 3/4" water line	All	All	--	All	Lump sum	25
3/4-0 Stone Base	Ton	290	30	310	6.50 ~~3.25~~	2015 1007.50
Plant Mix Stone Base	Ton	1450	150	1600	6.50 ~~3.00~~	10,400 4800
Class "B" Asphaltic Conc.	Ton	435	45	480	11.00	5280
Alphalt in Asphaltic Conc.	Ton	24	3	27	4500 ~~35.00~~	1,215 945
Miscellaneous Items	All	All	--	All	Lump Sum	500
Clearing & Grubbing and Removing Existing Structures						
Finishing Roadbed & Slopes						
Watering						
			SUB TOTAL			36,326 $24,738
Engineering & Cont. 15%						5,450 3,712
			TOTAL			$28,450 41,776

CITY OF REEDSPORT
P.O. BOX 358 REEDSPORT, OREGON 97467

June 6, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Tom Edwards

Gentlemen:

Enclosed is a copy of your letter of October 7, 1970 regarding your proposed improvements on the junction of U. S. 101 and Ore. 38.

We realize that this intersection is a bad bottleneck in traffic going south off Highway 38 to the Coos Bay area. Heavy truck\traffic makes this intersection hazardous to other traffic especially at this time of the year.

We are wondering what your plans are regarding this intersection as we haven't heard of any contemplated improvements in the last eighteen months. We would appreciate any information you could give us on this as we are receiving many complaints and we realize that this is a highway problem as this is a highway intersection and no city streets are involved.

Yours very truly,

CITY OF REEDSPORT

I G Johnson

I. G. Johnson, City Administrator

IGJ/abm
enc.

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by TE

RECEIVED
JUN 8 1971
TRAFFIC ENGINEERING

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JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4516

October 7, 1970

Mr. I. G. Johnson
City Administrator
Post Office Box 358
Reedsport, Oregon 97467

Dear Mr. Johnson:

This letter will confirm the telephone conversation between you and Mr. L. E. George of our Traffic Section concerning a possible financing arrangement for the proposed traffic signal installation at the junction of US101 and ORE38.

As was stated, the Highway Division would be willing to enter into a cooperative project on the basis that the City would pay one-half ($12,500) the total estimated cost of the installation on the following arrangement:

After the opening of the bids and prior to the award of the contract when a firm cost is established, the City would submit immediately one-fourth of the City's share or one-eighth of the total cost ($3,125). Thereafter, equal payments would be made annually for the following three years.

As was indicated to you on the telephone, we will proceed with our detailed design for the signals and channelization with the understanding that Mr. Val Johnson of our Traffic Section and Mr. Glen Clark from our Regional Office at Roseburg will be available to meet with you at the November 9 Council meeting to review in detail with the Council the design for this project.

We do wish to thank you for the City's cooperation in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
DEC 4 1970
FOR FILING

7923

November 30, 1970

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon

3501
3565

Dear Governor McCall:

This is in response to your November 20 letter concerning cooperation from counties and cities and, particularly, the smaller cities on joint financing of traffic signals and highway illumination.

A few weeks ago, a meeting was held between members of the Oregon Association of Counties, the League of Oregon Cities, and this agency in an effort to explore the problem and see what, if any, relief could be provided. As agreed at that meeting, we have thoroughly reviewed the matter and will shortly have some positive recommendations to propose. At that time, it is planned to have another meeting with the City-County people and I am confident that a mutual understanding can be had that will be compatible with the various agencies' interests. I am also sure that the Highway Commission will approve any reasonable adjustments that will be mutually acceptable.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RLP:fn sr

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 20, 1970

Mr. Roderick L. Porter
Chief Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Rod:

Self-explanatory letters from the City of Reedsport and the Chairman, Umpqua Regional Council of Governments (State Administrative District 6) are attached.

The additional financial burden imposed on smaller cities (under 5,000) for needed traffic improvements by the present policy regarding installation and maintenance costs of traffic signals at the junction of state highways within the city limits, can be quite severe.

I would appreciate your careful consideration of this problem as it may well affect other smaller jurisdictions within the state. Please advise me what can or ought to be done to continue needed traffic improvements in these situations yet provide financial relief to small cities in the installation and maintenance costs of such traffic lights.

Sincerely,

Tom

Governor

TM:mw
Enclosures
cc: Commissioner Al Flegel

RECEIVED
NOV 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 12, 1970

The Honorable Al Flegel, Chairman
Umpqua Regional Council of Governments
District No. 6
Douglas County Courthouse
Roseburg, Oregon 97470

Dear Al:

It was good to have your letter and to learn subsequently that the voters of Douglas County had chosen wisely and returned you to office. I hope you will accept my warmest personal congratulations.

Your letter and the letter you enclosed from Reedsport points up a problem with which we must deal realistically. I want you to know it isn't being ignored. The personnel of our State Highway Division met within the past few days with the League of Oregon Cities and the Association of Oregon Counties. They discussed this problem of signal and lighting installations.

As a result of this meeting the Highway Division is now undertaking a complete review of this issue as well as other items that seem to be of mutual concern. They hope to develop a policy that will be satisfactory to the cities as well as the counties. If nothing unforeseen develops they should have this ready for submission by mid-November.

While we could deal specifically with a problem such as that in Reedsport, I hope you will agree that the course we are taking is the wise one. Support and approval of a new program by the Association of Oregon Counties and the League of Oregon Cities will mean uniform, state-wide procedures. I think this is an important principle and one we should follow. I hope you concur with me about this.

Sincerely,

Governor

RECEIVED
NOV 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TM:ma

bcc: John Fulton
Bob Logan
✓ Rod Porter

COPY

RECEIVED
NOV 9 - 1970

FOR FILING

Maint
Traf S
Channel

Reedsport

3501
3565

November 6, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to Al Flegel, Chairman of the Umpqua Regional Council of Governments, concerning traffic signal and lighting installations.

We recently met with the counties and cities concerning this item and the matter of doing certain signing on county roads. Our Traffic Section is making an estimate of the costs and responsibilities, not only of jointly operated signals but of signals and lighting installations which are the sole responsibility of, or currently operated by, the Highway Division.

I believe that the problem should be negotiated through the Association of Oregon Counties and the League of Oregon Cities, so that uniform statewide procedures will result.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc John M. Fulton

Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
H. S. Cox

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
November 6, 1970

The Honorable Al Flegel, Chairman
Umpqua Regional Council of
Governments, District No. 6
Douglas County Courthouse
Roseburg, Oregon 97470

Dear Mr. Flegel:

The Highway Division, the League of Oregon Cities and the Association of Oregon Counties met recently concerning the problem of cooperation and maintenance of signal and lighting installations.

The Highway Division is currently making a thorough review of the matter of lights and signals and of other items of mutual concern.

It is hoped that a policy can be worked out which can be beneficial and satisfactory to all parties. The solution is expected to be reached sometime in mid-November.

TE:ja sr

FLEGEL TO HWY 10/30

DOUGLAS COUNTY
BOARD OF COMMISSIONERS
STANFORD BUELL RAY E. DOERNER AL FLEGEL
COURTHOUSE . . . ROSEBURG, OREGON 97470 TELEPHONE 503/672-3311

October 29, 1970

Edwards
[illegible]
KLP

Governor Tom McCall
The Capitol
Salem, Oregon 97310

Dear Governor:

For some time there has been a vexatious problem facing the smaller municipalities of the State of Oregon and the District #6 Council of Governments has requested me, as chairman of the Council, to write you in relation to it. We are writing you rather than the Highway Commission because it is our understanding that we should write to the Executive Department on problems we might have and further we are writing you because we feel that the Council of Governments needs to be in close touch with the Executive Department which you head.

For some time it has been the practice of the Highway Commission in relation to the installation of traffic lights to request a 50% sharing by the municipalities involved and maintenance and payment of elecfricity after the installation.

I am enclosing a letter presented to the District #6 Council of Governments by the City of Reedsport which I believe is self-explanatory. In this particular instance the lights referred to are at the junction of two major state highways although within the city limits.

You are well aware of the financial problems facing all of the cities in the State of Oregon and the particularly the smaller cities. We would ask you to use your good offices to prevail upon the Highway Commission to change its policy in regard to the installation of traffic lights so that in those instances where the Highway Commission or Department feels lights are necessary within a municipality of 5000 population or less, the cost sharing, maintenance and payment for electricity therefor by the municipality be eliminated. In short, if a municipality of any size requested traffic lights, then it would seem fair that there should be an installation on a sharing basis; but where the Highway Commission believes from the standpoint of traffic safety and traffic movement that lights should be installed, the District #6 Council of Governments would very much appreciate, as said before, the elimination of cost sharing, maintenance and payment of electricity used by the signals by all cities in the State of Oregon of 5000 population or less.

Very truly yours,

Al Flegel

Al Flegel, Chairman
UMPQUA REGIONAL COUNCIL OF
GOVERNMENTS, District #6

AF:mc
cc: Robert Logan
City of Reedsport

OCT 30 1970

RECEIVED
NOV 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CCG

CITY OF REEDSPORT
P.O. BOX 358 REEDSPORT, OREGON 97467

October 15, 1970

The Honorable Al Flegel
Chairman, Umpqua Regional Council of Governments
Roseburg, Oregon

Dear Al:

Pursuant to our recent conversation regarding proposed improvements to Highway 38 and Highway 101 intersection here in Reedsport I wish to advise the following.

Enclosed is a copy of the original letter from the State Highway Department on their proposed improvement. The letter is self explanatory and the City is well aware of the need of improvements to this traffic intersection.

We know this is needed to make a better flow of traffic, and we are only objecting to their formula of the City paying half of the cost of the traffic signal installation and all of the future maintenance and power consumption. We object to this formula for the specific reason that this is a State intersection of two major highways not involving any city streets and the need for improvements have been recognized by the State along with many other state improvements throughout Oregon.

We would appreciate any comments and suggestions as to what we may do to change our position regarding the maintenance agreement on all of this.

Very truly yours,

CITY OF REEDSPORT

I. G. Johnson, City Administrator

IGJ/abm
enc.

RECEIVED
NOV 18 1970

FORM E-90 (4-70)

FOR FILE

792

SP*62603-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 13, 1970

To: MEMO TO FILE

SUBJECT: Proposed Improvements
Junction US101 and ORE38
Reedsport

3501
3565

Mr. Klaboe's letter of October 7 arranged for Glen Clark and me to meet with the Reedsport City Council on the evening of November 9 to discuss the proposed traffic signal installation and channelization changes at the junction of the Oregon Coast Highway and the Umpqua Highway in Reedsport.

This council meeting was cancelled because of the League of Oregon Cities meeting in Portland. The meeting will be on the evening of Monday, November 16.

On this date I contacted Mr. I. G. Johnson, City Administrator, for a confirmation of the new date. Mr. Johnson stated that the City had asked the local Council of Governments to write to the Governor's office asking that the State Highway Commission be pursuaded to bear all the costs of the proposed improvement because the intersection is a junction of two State highways. He stated that the City did not feel any responsibility.

Mr. Johnson said that there will be no point in meeting with the Council until after they had been informed of the final decision of the Governor's office and the Council had an opportunity to study the matter. It was left that if and when he feels further discussion with the State Highway Division is in order, he will call me and a new date will be arranged.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:mk

cc: F. B. Klaboe
~~C. T. Keasey~~

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1970

FOR FILING
FORM E-30 (4-70)

7973

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
November 2, 1970

To: MEMO ~~TO~~ FILE

SUBJECT: Coop Signal Installation
US101 & ORE38
Reedsport

Ray Hines, local Government Relations, Executive Department, was in my office this date regarding the above.

The City of Reedsport has addressed itself to the Governor pleading relief from financial participation in the signal at the subject location and that the State should care for 100% financing.

I indicated that the 50-50 State-City participation in the signal installations within cities was a long standing policy of the Highway Commission and that any variation from such policy would be a matter for Highway Commission decision.

F. B. Crandall
Traffic Engineer

FBC:njc

cc: F. B. Klaboe

NOTED
L. PORTER

NOTED
TOM EDWARDS

REFERRED TO
Edw - Porter
By Asst. State Hwy. Engr.
Info

RECEIVED
NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1970

FOR FILING

7923

October 7, 1970

Mr. I. S. Johnson
City Administrator
Post Office Box 358
Reedsport, Oregon 97467

101 & 22nd

Dear Mr. Johnson:

This letter will confirm the telephone conversation between you and Mr. L. E. George of our Traffic Section concerning a possible financing arrangement for the proposed traffic signal installation at the junction of US101 and ORE38.

As was stated, the Highway Division would be willing to enter into a cooperative project on the basis that the City would pay one-half ($12,500) the total estimated cost of the installation on the following arrangement:

After the opening of the bids and prior to the award of the contract when a firm cost is established, the City would submit immediately one-fourth of the City's share or one-eighth of the total cost ($3,125). Thereafter, equal payments would be made annually for the following three years.

As was indicated to you on the telephone, we will proceed with our detailed design for the signals and channelization with the understanding that Mr. Val Johnson of our Traffic Section and Mr. Glen Clark from our Regional Office at Roseburg will be available to meet with you at the November 9 Council meeting to review in detail with the Council the design for this project.

We do wish to thank you for the City's cooperation in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

LEG:mk mc

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey
V. E. Skoog

F B Crandall

Attention: Bud George

SEP 2? 1970

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

September 24, 1970

Mr. I. G. Johnson
City Administrator
P. O. Box 358
Reedsport, Oregon, 97467

Dear Mr. Johnson:

This will acknowledge your letter of September 23, 1970, requesting a representative of the Highway Division to attend your Council meeting October 12, 1970, to discuss financing the City's portion of the traffic signal installation associated with the proposed project at the junction of US101 and ORE38.

I am referring your request to Mr. L. E. George, Operations Engineer, Salem, who would be better able to discuss finances and who will advise you if a member of his staff could attend your meeting.

The exchange of the control equipment at 22nd Street and US101 is now scheduled for next Tuesday, September 29, 1970. It would be helpful if an officer could contact our crews for possible flagging assistance during the period the signal must be taken out of operation.

We wish to thank you for your consideration of our proposal at US101 and ORE38. Was there any decision on what the City would recommend concerning the U.S. Plywood access situation.

Very truly yours,

WENDELL E. SCHWARTZ
Regional Maintenance Engineer

GLC:ejb
cc: F. B. Crandall
    Jack McCormick

letter out
Nov. 9th

NOTED
L.E. GEORGE

CITY OF REEDSPORT
P.O. BOX 358 REEDSPORT, OREGON 97467

September 23, 1970

Mr. Wendell E. Schwartz
Regional Maintenance Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Schwartz:

Thank you for your letter of September 14 regarding the proposed replacement of parts of the signal mechanism on the Highway 101 and 22nd Street intersection.

Regarding your proposed improvement at the junction of Highways 101 and 38 we wish to advise that the City feels this is a needed improvement and will be happy to discuss possible means of financing their share of the estimated cost.

The next council meeting will be October 12 and we will be happy to discuss ways in which we can assume our share of the cost over a three or four year period preferably. Please advise if you will be at this meeting so we may have this on the agenda.

Very truly yours,

CITY OF REEDSPORT

I G Johnson

I. G. Johnson, City Administrator

IGJ/abm

S

AUG 27 1970
FORM 2-30 (REV. 10-69)

FOR FILING
7973

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 25, 1970

SUBJECT: Traffic Signal
Junction US101 & ORE38
City of Reedsport

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Recently we attended a meeting of the City Council in Reedsport. During the course of the conversation, the City made inquiry concerning possible replacement for a traffic signal controller at the intersection of US101 and 22nd Street.

This signal was installed as a cooperative project approximately five years ago, and as may be seen from the attached documentation, an extremely excessive amount of maintenance has occurred. Although the agreement requires the maintenance to be a responsibility of the City, in my opinion the equipment has not operated as it was intended to since the day it was installed. I feel that we have a moral obligation to replace this equipment.

The estimated cost of replacing the controller only is $2,000. It is the recommendation of this office that the State replace this equipment at no cost to the City of Reedsport.

L. E. George

L. E. George
Operations Engineer

LEG: mk

Attachment

copy to
George
8-26-70

Approved 8/26/70
F B Klaboe
Asst. State Hwy. Engr.

RECEIVED
AUG 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

F. B. Crandall

FORM 2.30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 18,1970

SUBJECT: Excessive Maintenance Complaint
Oregon Coast Highway
22nd Street Signal
Reedsport

To: MEMO TO THE FILE

While attending a Reedsport City Council meeting regarding possible signalization of the junction of US101 and ORE38 the City officials indicated a history of excessive maintenance at the subject intersection. A promise was made to check the frequency of trouble and determine what might be done.

Attached is a report from Mr. Oberman, Lead Electrician, Coquille, who maintains this signal at the request of the City and at their expense, indicating some 18 service calls since the signal was installed.

No real pattern of isolated trouble seem to show up. The relays which transfer power to the signal heads may be the biggest offender. If they were to be replaced with our present solid state type relays it would require a new contoller and cabinet.

More reliable equipment exists on the market today, but it is felt that the cost involved cannot be justified even by the seemingly long service list attached. By a copy of this memo I am asking Mr. Oberman to take special note of his service calls and report from time to time when he thinks it appropriate.

Glen L. Clark
GLEN L. CLARK
Regional Traffic Engineer

NOTED
L.E. GEORGE

GLC:ejb
Attach.
cc: F. B. Crandall
R. T. Judson
R. A. Sandmann
Carl Oberman

APPROVED
ASST. DIV ENGINEER

AUG 19 1970
TRAFFIC ENGINEERING

SP*32479-734

OREGON STATE HIGHW[illegible] DEPARTMENT

BJECT: Reedsport Signal Repair

DATE:

TO: Allen [illegible]lark

FROM: Oscar Oberman

July 14, 1967	2Hr.	Adjusted North Detector checked timming
Sept. 13, 1967	1hr	Checked Signal trouble —
Sept 24, 1967	2½ hr	Replaced Controller timmed Same. Not new unit
Oct. 26, 1967	2 hrs.	Checked out Voltage to relays
Oct. 30, 1967.	1½ hrs	checked Diodes in Signal.
Nov. 15, 1967	1hr.	Put original Controller back + timmed Same
Dec 15, 1967	2hrs	Cleaned Contacts ordered New Relays
May 27, 1968	3hrs	Cleaned Contacts on Relays
June 3, 1968	2Hrs	Replaced Relay + Choke Coil in Relay Voltage Ckt.
June 10, 1968	3Hrs	Red Relay stuck. opened same + adjusted Cleaned Contacts
June 28, 1968	2Hrs	Replaced walk lens; Adjusted loop detector.
Oct. 14, 1968	3Hr.	Replaced Green lens; checked timming.
Jan 17, 1969.	2Hrs	Replaced Button on walk Ckt
May 29, 1969	2hrs	Reset Breakers checked all lights, Relamped South Bound Green

(SIGNATURE)

PLEASE REPLY HERE

Oct. 26, 1969	4Hrs	Repaired Traffic Signal } only information I have was done while off + Not in Book. (Diary)
Dec 2, 1969	4Hrs	" " "
July 3, 1970	2hrs	Cleaned Relay Points, changed out bad Relay
July 17, 1970	3Hrs	Replaced Controller not new unit, located bad Relay Jack made temporary Repairs to same.

Will Replace bad Base (Jack) when Controller is returned from Salem.

Oscar G Oberman Aug. 17, 1970

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

CITY OF REEDSPORT
P.O. BOX 358 REEDSPORT, OREGON 97467

August 5, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Re: ORE38 and US101
Project

Dear Mr. Klaboe:

Thank you kindly for your prompt response to my request of July 29th, it will be a pleasure to meet with your representatives on the above project.

The Council meeting will be held at 8:00 P.M. on Monday evening August 10, 1970, in the Council Chambers in the Reedsport City Hall, 451 Winchester Avenue, Reedsport.

Thanking you again for your fine cooperation in this matter, I remain,

Very truly yours,

William Jayne

William Jayne
City Attorney

cc: Mayor Tymchuk
I. G. Johnson, City Administrator
Council Members

copies to
Val Johnson
Glen Clark
8-10-70

RECEIVED
AUG 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1970

FOR FILING

[illegible] 7973

[illegible]

August 3, 1970

3501
3565

Mr. William Jayne
City Attorney
City of Reedsport
Post Office Box 358
Reedsport, Oregon 97467

Dear Mr. Jayne:

As you requested in your letter of July 29, we will have representatives from the Regional office in Roseburg and the Traffic Section in Salem attend your council meeting on August 10.

At that time we will be glad to explain the operation of the proposed project at the intersection of ORE38 and US101. We will also be pleased to discuss traffic matters south of the intersection in the vicinity of the Umpqua Shopping Center and the school property.

Will you please advise us of the time and place of the council meeting on August 10.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey - Will either you or Glen Clark attend this meeting. Val Johnson, Traffic, will be present to assist you in explaining the operation of the intersection. Also, I have informed Mr. Jayne that we would finance City's 50% share of traffic lights for 2-3 years.
FBK

LEG:mk srb

CITY OF REEDSPORT
P.O. BOX 358 REEDSPORT, OREGON 97467

July 29, 1970

Mr. F. B. Klaboe
Asst. State Highway Engineer
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Klaboe:

References made to your letter of July 20, 1970 concerning the proposed improvement at the intersection of the Oregon Coast Highway and Umpqua Highway in the City of Reedsport.

This matter was presented to the Council members on Monday July 27th and also to the Planning Commission members and some questions were raised by both Council and Planning Commission members concerning this project. It is not exactly clear from the map that you forwarded to us as to how this particular intersection revision will operate and the Council wondered if it would be possible for one of your representatives to appear before the Council at it's next council meeting which will be August 10, 1970 and go over this matter in more detail with the Council members.

Another question that was raised concerned the access to the U. S. Plywood mill on the Northwest side of highway 101 being felt by some of the members present that access from Umpqua highway to the mill would be blocked, which might work a grave hardship on U. S. Plywood Co. in getting chip trucks and log trucks into it's mill.

The question was also raised as to whether or not your staff had given any consideration to the possibility of making turn-outs further down the highway in the vicinity of the Umpqua Shopping Center and the school property. It is getting to be an almost impossible situation along this stretch of the highway due to the intensity of the traffic and the trouble making left turns.

CITY OF REEDSPORT
P.O. BOX 358 REEDSPORT, OREGON 97467

We want to make it clear that the Council approves of this project and knows that it is much needed, but would appreciate the opportunity of going over further with you and discussing some of these other matters.

Your help and consideration in this matter will be greatly appreciated.

Very truly yours,

STULTS, JAYNE, MURPHY & ANDERSON

By William Jayne
William Jayne
City Attorney

WJ:ju
cc: Hon. Mayor Thos. Tymchuk
I. G. Johnson, City Adm.
Council members

RECEIVED
JUL 10 1976
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1970
FWR [illegible]

7973

July 20, 1970

350'

Mr. Irving Johnson
City Recorder
City of Reedsport
City Hall
Reedsport, Oregon 97467

Dear Mr. Johnson:

The State Highway Division has recently received complaints about traffic conditions at the intersection of the Oregon Coast and Umpqua Highways in the city of Reedsport.

We have investigated this intersection, and it is believed that traffic conditions could be materially improved through redesign of the intersection and the installation of traffic signals as shown on the attached sketch. The State Highway Division would pay all costs for reconstruction of the intersection. In keeping with the standard policy of the Division, the City would be asked to pay for one-half the cost of the traffic signal installation and to care for future maintenance and power consumption.

There are attached two copies of an agreement covering the proposed project. Would you please submit this matter to the City Council for its consideration and, if approved, arrange for signature of the agreements by the proper city officials and return them to this office. We will then arrange for their execution by the State Highway Commission, after which you would be furnished with a fully executed copy, and we will proceed with the project.

Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

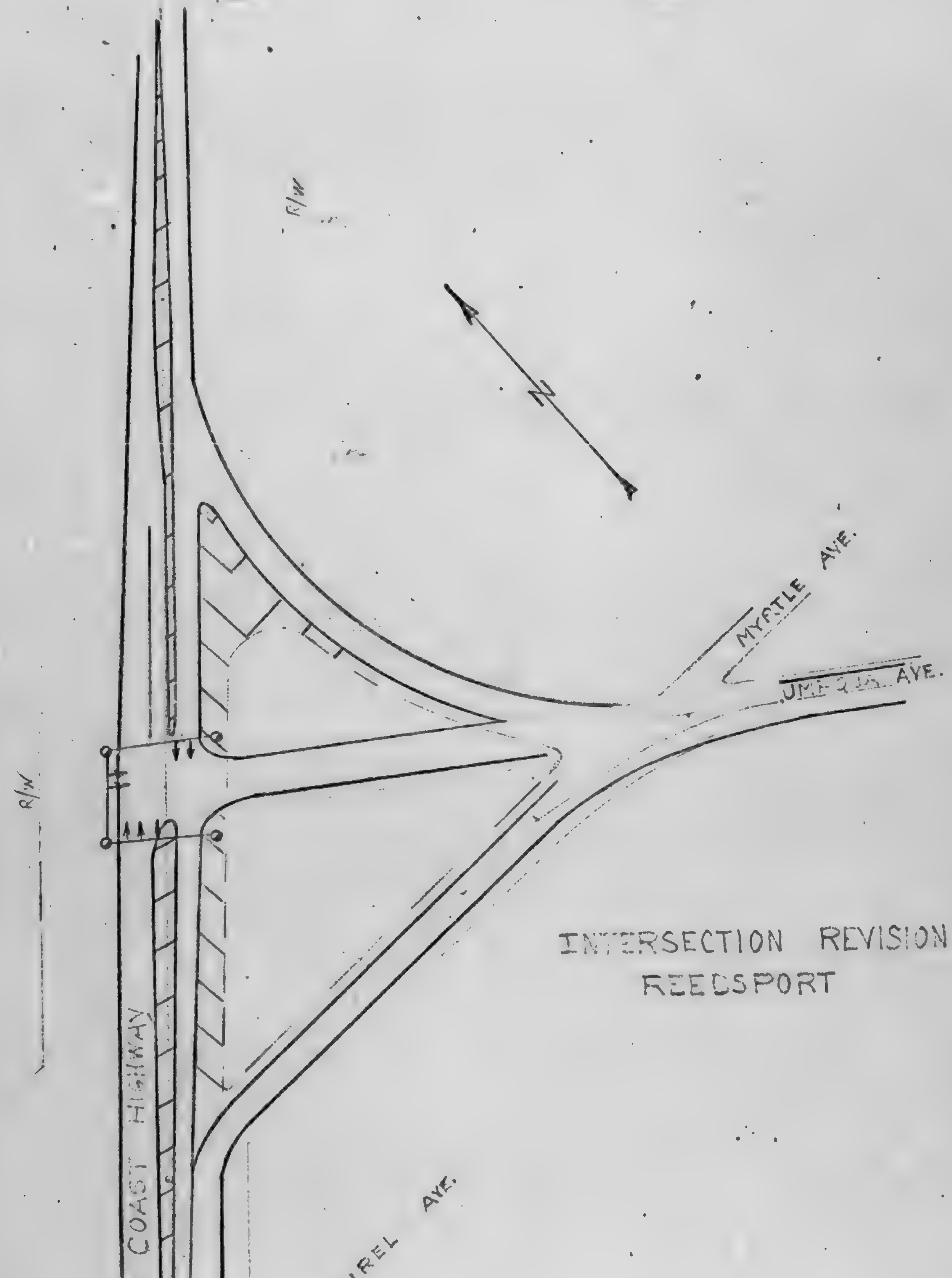
F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey - Atts.

Glen Clark - Roseburg
Val Johnson - Salem
Pat Schwartz - Salem

VPJ:bls srb

Attachments


R/W
N
MYRTLE AVE.
UMPQUA AVE.
R/W
OREGON COAST HIGHWAY
LAUREL AVE.

INTERSECTION REVISION
REEDSPORT

AGREEMENT

THIS AGREEMENT, made and entered into on this ______ day of ________________, 1970, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State" and the CITY OF REEDSPORT, a municipal corporation of the State of Oregon, by and through its City officials, hereinafter called "City":

WITNESSETH

RECITALS:

1. The Oregon Coast Highway, State Primary Highway No. 9, and the Umpqua Highway, State Primary No. 45 are State Highways under the jurisdiction and control of State and are routed through the corporate limits of City.

2. Under ORS 366.770 and 366.775, State and City may enter into agreements for the construction, reconstruction, improvement, repair or maintenance of any State highway, road or street, and provide for all allocation of the cost of the project to the contracting parties.

3. Under ORS 483.040, State is authorized to determine the type of, erect and maintain traffic control signals. Under ORS 366.450, State is authorized to erect and maintain directional road signs and other signs on State highways.

4. State and City in their judgment have deemed it necessary, in order to obtain a safer and more expeditious flow of traffic to construct a left-turn refuge and install three-phase, fully-actuated traffic signals at the intersection of the Oregon Coast Highway and the Umpqua Highway within the corporate limits of City. Hereinafter all acts necessary to accomplish this work shall be referred to as the "project".

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State approves the RECITALS herein, THINGS TO BE DONE BY CITY and all other provisions of this agreement.

2. State shall prepare all plans, let and award all contracts and supervise the work of the project.

3. State shall do the work of the project either by its own forces or by contract. State shall pay all costs of the channelization portion of the project. The estimated cost of the traffic signal portion of the project is $25,000.00. State shall, in the first instance, pay all costs of the traffic signal installation of the project, but the actual total cost of this portion of the project shall, upon final itemization by State, be shared equally by State and City.

4. Upon completion of the project, State shall submit to City an itemized statement of the actual total cost of the traffic signal installation portion of the project. State shall refund to City that portion of the deposit paid by City under Paragraph 2 of THINGS TO BE DONE BY CITY which is in excess of one-half the actual cost of the traffic signal installation portion of the project.

THINGS TO BE DONE BY CITY:

1. City approves the RECITALS herein, THINGS TO BE DONE BY STATE, and all other provisions of this agreement.

2. State and City shall share equally in the total cost of the traffic signal portion of the project. After the opening of the bids and prior to the award of the contract City shall deposit its check with State for one-half of the then estimated total cost for this portion of the project. Upon receipt from State of the itemized statement of the final actual total cost of the traffic signal installation portion of the project, City shall pay State one-half the amount of money by which such final actual total cost exceeds the originally submitted amount.

3. City agrees to be responsible for the maintenance of said signal including the replacements of any damaged parts or materials during the life of this agreement. This is to include all costs of maintenance and power consumption during the life of this agreement.

4. City shall make no changes in the timing program established for the traffic signals without the prior written approval of State.

5. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement on behalf of City, and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals.

This agreement was approved by the Oregon State Highway Commission on ______________________, 1970, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ________, Page ______, Minute Book of the Oregon State Highway Commission.

____
Floyd Query, Secretary

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

ATTEST

____

CITY OF REEDSPORT,
by and through its City
officials:

By: ______________________________
Mayor

By: ______________________________
Recorder

Date: ______________________________

RECEIVED
JUL 22 1970

7973

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 15, 1970

Mr. Walter Kane
13909 Fidler Avenue
Belliflower, California 90706

Dear Mr. Kane:

Thank you for your letter concerning traffic conditions at the junction of US101 and ORE38 in Reedsport.

The State Highway Engineer informs me that the Highway Division has this location under surveillance and your suggestions will be given every consideration.

Thank you for bringing this matter to my attention--I am very sorry that you had an accident while in Oregon.

Sincerely,

Governor

TM:ma
bcc: Highway Division

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
JUL 14 1970
FOR FILING

7973

3501

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1970

To: F. B. Klaboe
Assistant State
Highway Engineer

BUILDING

SUBJECT: Investigation of Traffic
Conditions
Oregon Coast Highway at
Umpqua Highway
Reedsport

FBK 3501

There is attached a report from the Division office concerning traffic conditions at the above intersection.

At the present time, this intersection has two 2-way turning legs. Control of traffic at such an intersection is difficult and there have been a number of accidents plus considerable congestion. Conditions could be materially improved through squaring up the intersection and providing a left-turn refuge as shown on the Division Plan A. This work is estimated to cost $28,000.

In addition, it would be desirable to install three-phase traffic signals at the new intersection. This would cost $25,000 and would be contingent upon the City paying one-half the cost.

Your approval of this project is recommended.

L. E. George
L. E. George
Operations Engineer

VPJ:bls
Attachment

copy to George 7-14-70

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

(Finance div. M.B.)

Approved 7/13/70
FBKlaboe
Asst. State Hwy. Engr.

Division minor betterment funds.

SP*52479-734

F. B. Crandall

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 7, 1970

SUBJECT: Traffic Conditions
Oregon Coast Highway at
Junction with Umpqua Highway
Reedsport
FBK 3501

To: Mr. F. B. Crandall
Traffic Engineer
SALEM

Attention: L. E. George

A complete study was made at the subject location in February of this year, looking towards the same end as your request indicates. That is "squaring up", left turn refuge, channelization and signalization.

Two plans were developed. The difference being that Plan "B" envisions an acceleration lane for the east to north movement. Such construction would add $16,000 to the $28,000 cost of the standard Plan "A". The cost of the signal which would be required is not included in this estimate.

Please advise if any additional information is desired.

Glen L. Clark
GLEN L. CLARK
Division Traffic Engineer

GLC:ejb
cc: R. A. Sandmann

Bud — We didn't push this job because the accident rate was not too bad and we had to stretch to get a signal warrant. It would be a worthwhile project, though.
Ed Kesey

NOTED
TRAFFIC CONTROL
ENGINEER

JUL [illegible] - 1970
TRAFFIC ENGINEERING

SP*52478-734

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1970

SUBJECT: Traffic Difficulties
Junction of US101 and ORE38
Reedsport

FBK 3501

To: C. T. Keasey
Division Engineer

ROSEBURG

Will you please have an investigation made at the intersection of the Oregon Coast and Umpqua Highways in Reedsport, looking to the possibility of "squaring" up the intersection and providing a left-turn refuge on US101.

It is desirable to know the advisibility of such treatment and also to have an estimate of cost.

L. E. George
L. E. George
Operations Engineer

VPJ:bls

ROSEBURG DIVISION
RECEIVED
JUL - [illegible]

SP*32475-734

KANE TO HWY 6/30

Walter Kane
13909 Fidler Avenue
Bellflower, Calif. 90706

Edwards

Governor Tom McCall
Salem, Oregon

10554

6-28-70

Klaboe
Prepare an ans.

Dear Governor McCall

My family was involved in a traffic accident in Reedsport, Oregon a few days ago, but fortunately none of us were hurt. However the driver of the other car suffered a bad injury.

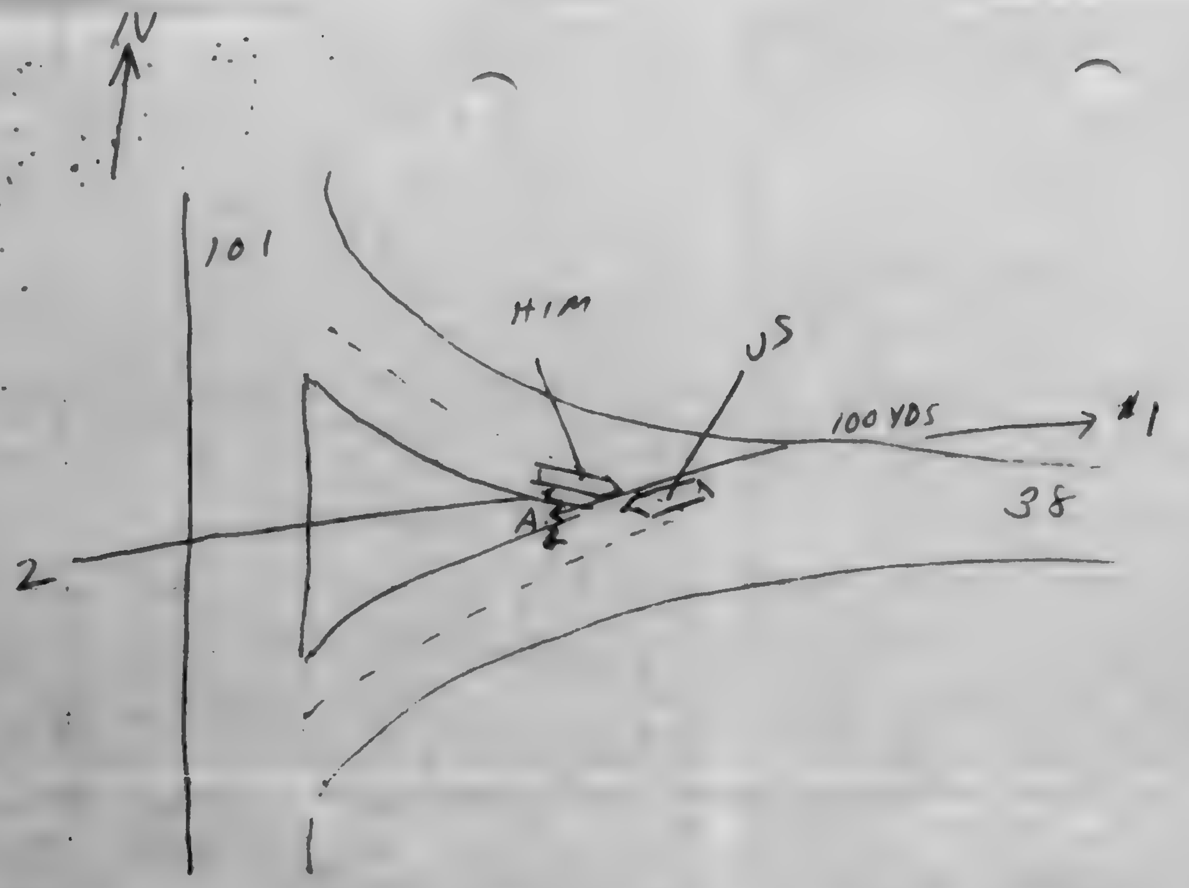
I discussed this event with the police officer on the scene and then with the mechanic who returned our car to a safe driving condition. I remarked that I intended to write a letter to the mayor but was told he would do nothing. Then I remarked that I would report the event to you and provide recommendations that would improve the traffic control in that area and reduce the number of accidents there. The mechanic thought (and said) such a letter would be helpful so here I am.

The location is in Reedsport, Oregon on Highway 38 about 100 yards east of the intersection of 101. (See the diagram on the next page)

JUL 3 - 1970
[illegible]

NOTED
TOM EDWARDS

RECEIVED
JUL [illegible] 1970
OFFICE OF
[illegible] ENGINEER



This intersection seems to have a bad reputation as noted by local residents and my claims adjuster in Coos Bay.

We were travelling west on 38 looking for the sign that would direct us south to Coos Bay. (We finally found it at the point labelled A in the diagram.) We arrived at that point, saw the sign, did not observe any vehicles approaching and turned. Suddenly, he was there and he and we met.

In the hope of reducing the number of traffic accidents at that location and to limit the number of un-wary travellers who leave Reedsport and Oregon, I would like to offer, to you and your highway and safety people, the following recommendations (see diagram).

1. Place a preliminary direction sign on Highway 38 about 100 yards east of point A

2. Place a stop sign at point A to reduce the number of cars that barrel through that point at speed that

increase the possibility of accidents. (Incidentally, it appears that cars who enter Reedsport from the north on 101 are forced to speed onto 38 to avoid oncoming traffic heading north on 101. That may also contribute to the traffic hazards in that area.)

We are thankful that all of my family were using our seat belts. The other driver was not; he suffer some injury.

We enjoyed our vacation in Oregon but for a long time will remember the details of our accident that abruptly brought a sour note into a pleasant vacation.

We hope that this letter may be the means for some immediate action to eliminate a traffic hazard and that Reedsport and Oregon will record fewer accidents because of it.

Sincerely

Walter J Kane

JUN 30 [illegible]

DIVISION OFFICE

10-8

KQ8M

Roseburg, Oregon
April 7, 1970

MEMO TO THE FILE

Determination of Signal Warrant
Oregon Coast Hwy. - Reedsport
Junction with Umpqua Highway

In connection with a recent design for improving the subject flared "Y" intersection, the question of signal warrant came up.

The normal standard minimum volume warrant calls for 500 vehicles per hour approaching the intersection on the major highway for 8 hours. This intersection in April was 434 vehicles per hour for 8 hours. The standard warrant is reduced 30% for cities under 10,000 population or 350 vehicles per hour. The April volume is approximately 13% lower than the ADT thus 490 vehicles per hour if the average volume is considered.

This intersection meets the standard warrant only due to the population factor. Thus technically, signalization is warranted.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

Glen L. Clark
Division Traffic Engineer

GLC/cw
cc F. B. Crandall
J. C. McCormick

APPROVED
ASST. DIV ENGINEER

K

OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

April 1970

Traffic Signal Warrant Comparison

LOCATION: Junction of the Oregon Coast and Umpqua Highways - Reedsport

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	434	350 1/
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	206	105
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	434	525
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	206	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	434	420
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	0	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

REMARKS: 1/ 70% of standard warrant due to population below 10,000

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 30 & 31 - 1970

DAY OF WEEK Mon & Tues

ACTUAL COUNT (VEH) 16 HRS.

HOURS COUNTED 6:00 a - 10:00 p

PEDESTRIAN COUNT — HRS.

HOURS COUNTED —

WEATHER Clear

CITY OF Reedsport

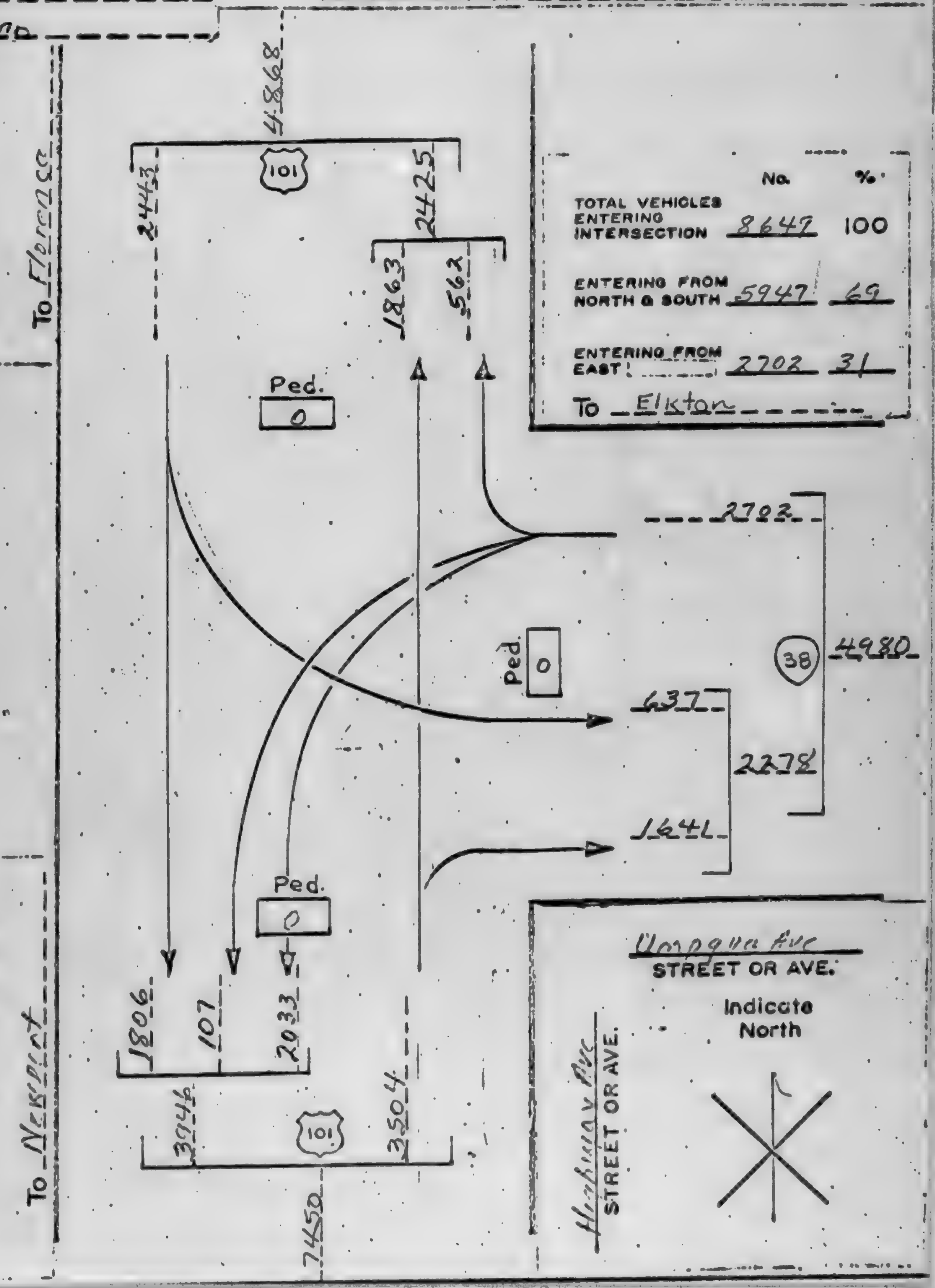
INTERSECTION OF Highway Ave (US 101)

AND Umpqua Ave (Hwy No 45)

STATION NO. MP 211.64 Hwy No 9

CODE NO. MP 0.00 Hwy No 45

CLASSIFICATION All Vehicles


4868
101
2443
2425
1863
562
To Florence
Ped. 0
2702
Ped 0
38
4980
637
2278
1641
Ped. 0
1806
107
2033
3504
3946
101
To Newport
7450
Umpqua Ave
STREET OR AVE.
Indicate North
Highway Ave
STREET OR AVE.

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8647	100
ENTERING FROM NORTH & SOUTH	5947	69
ENTERING FROM EAST	2702	31

To Elkton

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

arch 30 & 31-1970
ck Mon & Tues
nted 6:00A - 10:00P
Clean

Classification All Vehicles

City of Reedsport
Intersection Hwy. No 9 & Hwy. No. 45
Station number
Code number

Entering Volumes

SUMMARY BY MOVEMENTS							5-3								SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	East West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
		36	124			31	37	2		265	214	75	71	25	53	71		161				
		74	209			27	76	5		460	391	85	69	15	106	69		285				
		84	57			115	104	3		454	310	68	144	32	124	144		186				
		82	78			121	105	9		473	304	64	169	36	118	169		186				
		97	100			146	130	5		564	380	67	184	33	150	184		230				
		114	122			175	121	10		637	405	64	232	36	162	232		243				
		151	157			156	109	7		640	446	70	194	30	180	194		266				
		97	93			145	125	5		539	354	66	185	34	136	185		218				
		99	104			129	112	5		542	362	67	180	33	146	180		216				
		183	162			134	102	8		700	512	73	188	27	248	188		264				
		223	162			218	129	14		879	592	67	287	33	301	287		291				
		178	88			160	103	10		621	420	68	201	32	229	201		191				
		93	79			117	87	1		411	278	68	133	32	112	133		166				
		63	67			70	58	5		292	205	70	87	30	80	87		125				
		33	32			59	40	2		178	107	60	71	40	35	71		72				
		35	35			45	51	6		188	127	68	61	32	41	61		86				
											3471/5					1651/5						
											434					[illegible]						
		1806	1563			2033	1641	107		8649	5947	69	2702	31	2443	2702		3504				
		1642	1694			1848	1492	97		7863	5407	69	2456	31	2221	2456		3186				

Hwy No 9 St. is North and South

Hwy No 45 St. is East and West

Tabulated by W.J.P.

Computed by W.J.P.

Checked by

Checked by

Form E-43-2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date March 30 & 31 - 1970
Day of week Mon & Tues
Hours counted 6:00A - 10:00P
Weather Clear
Classification All Vehicles
City of Reedsport
Intersection Hwy. No 9 & Hwy. No. 4
Station number
Code number
Entering Volumes

		SUMMARY BY MOVEMENTS								5-J									SUMMARY BY LEGS				PEDESTRIA
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	EAST West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A.M.	6:00- 7:00	17	38			36	124			31	37	2		265	214	75	71	25	53	71		161	
	7:00- 8:00	32	37			74	209			27	76	5		460	391	85	69	15	106	69		285	
	8:00- 9:00	40	26			84	52			115	104	3		454	310	68	144	32	124	144		156	
	9:00-10:00	36	39			82	78			121	105	9		473	304	64	169	36	118	169		186	
	10:00-11:00	53	33			97	100			146	130	5		564	380	67	184	33	150	184		230	
	11:00-12:00	45	47			114	122			175	121	10		637	405	64	232	36	162	232		243	
P.M.	12:00- 1:00	29	31			151	157			156	109	7		640	446	70	194	30	180	194		266	
	1:00- 2:00	39	35			97	93			145	125	5		539	354	66	185	34	136	185		218	
	2:00- 3:00	47	46			99	104			129	112	5		542	362	67	180	33	146	180		216	
	3:00- 4:00	65	46			183	162			134	102	8		700	512	73	188	27	248	188		264	
	4:00- 5:00	75	55			223	162			218	129	14		879	592	67	287	33	301	287		291	
	5:00- 6:00	51	31			178	88			160	103	10		621	420	68	201	32	229	201		191	
	6:00- 7:00	19	15			93	79			117	87	1		411	278	68	133	32	112	133		166	
	7:00- 8:00	17	12			63	67			70	58	5		292	205	70	87	30	80	87		125	
	8:00- 9:00	2	10			33	32			59	40	2		178	107	60	71	40	35	71		72	
	9:00-10:00	6	10			35	35			45	51	6		188	127	68	61	32	41	61		86	
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	24-Hour total	637	562			1806	1563			2033	1641	107		8649	5947	69	2702	31	2443	2702		3504	
	16-Hour total	579	511			1642	1694			1848	1492	91		7863	5407	69	2456	31	2221	2456		3186	
	-Hour total																						
	Control																						
	Factor																						

3471/5
434

1651/5

Hwy No 9 St. is North and South
Hwy No 45 St. is East and West

Tabulated by WWP
Computed by WWP
Checked by
Checked by

STATE PRINTING DEPT.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 20, 1970

SUBJECT: Possible Intersection Revision
Oregon Coast Highway-Reedsport
(Jct with Umpqua Highway)
US101-Highway No. 9-M.P. 211.64

To: Mr. C. T. Keasey
Division Engineer
ROSEBURG

Attention: Mr. W. E. Schwartz

As per your verbal instructions, designs and cost estimates have been prepared for possible reconstruction of the subject intersection into a near 90° "T" type intersection with two one-way connections to and from US101. Plan "A" shows the Umpqua Highway traffic stopped at the approach to US101 and Plan "B" shows an acceleration lane for the east to north movement.

This flared "Y" type intersection experienced 23 reported accidents during the period from 1/1/64 to 5/30/69. There were no fatalities but six persons were injured. There were ten rear-end, ten turning, two sidswipe overtaking, and one angle type accidents.

The bulk of the accidents involved the south connection to US101. Six accidents (26%) involved northbound US101 vehicles being struck by vehicles making the east to south movement from a stop position. Sight distance is not restricted in the southeast quadrant as might be suspected. The balance of the accidents involve various other aspects of the intersection such as the transition from four to two lanes within the intersection, et cetera.

The two designs proposed would tend to reduce ten of these accidents (43%). The turning accidents mentioned at the south connection would not be eliminated without signalization.

Although a manual count has not been made at this location, it would appear that a traffic signal warrant would be met. A two-phase fully actuated installation would cost some $16,000.00.

The most recent volume data indicates some 8,500 vehicles per day on the south leg of US101, 6,000 vehicles on the north leg, and 6,000 on the east leg. Approximately 900 vehicles would use the left turn refuge north to east. The complementary movement east to north would use the merging area designed on Plan "B". 1,750 vehicles would use the new connection making the movement east to south.

February 20, 1970

Mr. C. T. Keasey

Attention: W. E. Schwartz

Page 2 of 2 pages

Plan "A" is estimated to cost just over $28,000.00. Plan "B" would cost $16,000.00 more than Plan "A" or $44,000.00.

The cost of signalization would be shared with the City of Reedsport and as you know, no contact has been made to date with the City. It is recommended that if further consideration is given to improving this intersection that Plan "A" with signalization be adopted. It is also suggested that other locations on the System would seem to have a higher priority than this location.

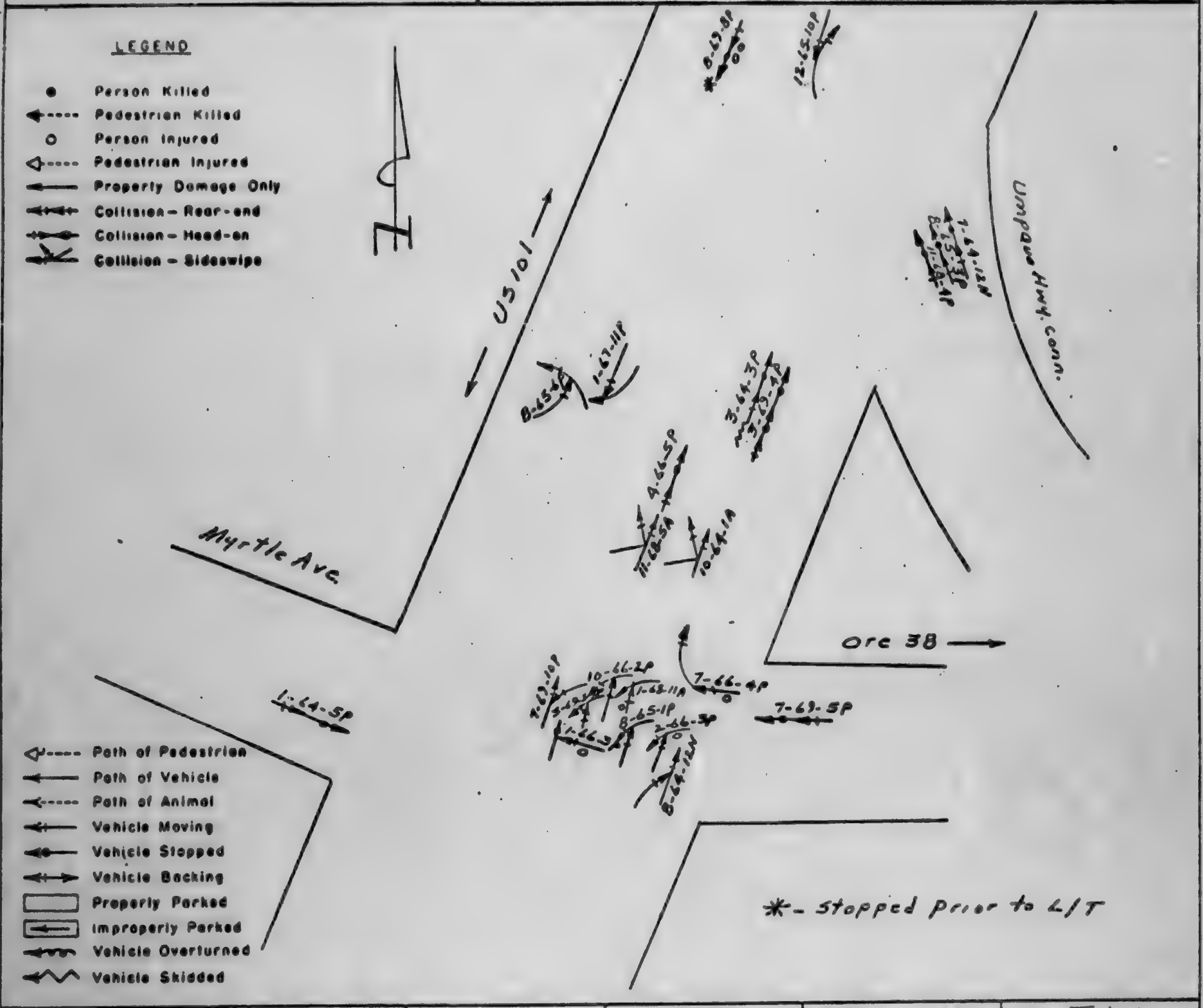
Glen L. Clark
GLEN L. CLARK
Division Traffic Engineer

GLC:ejb
cc: R. A. Sandmann

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

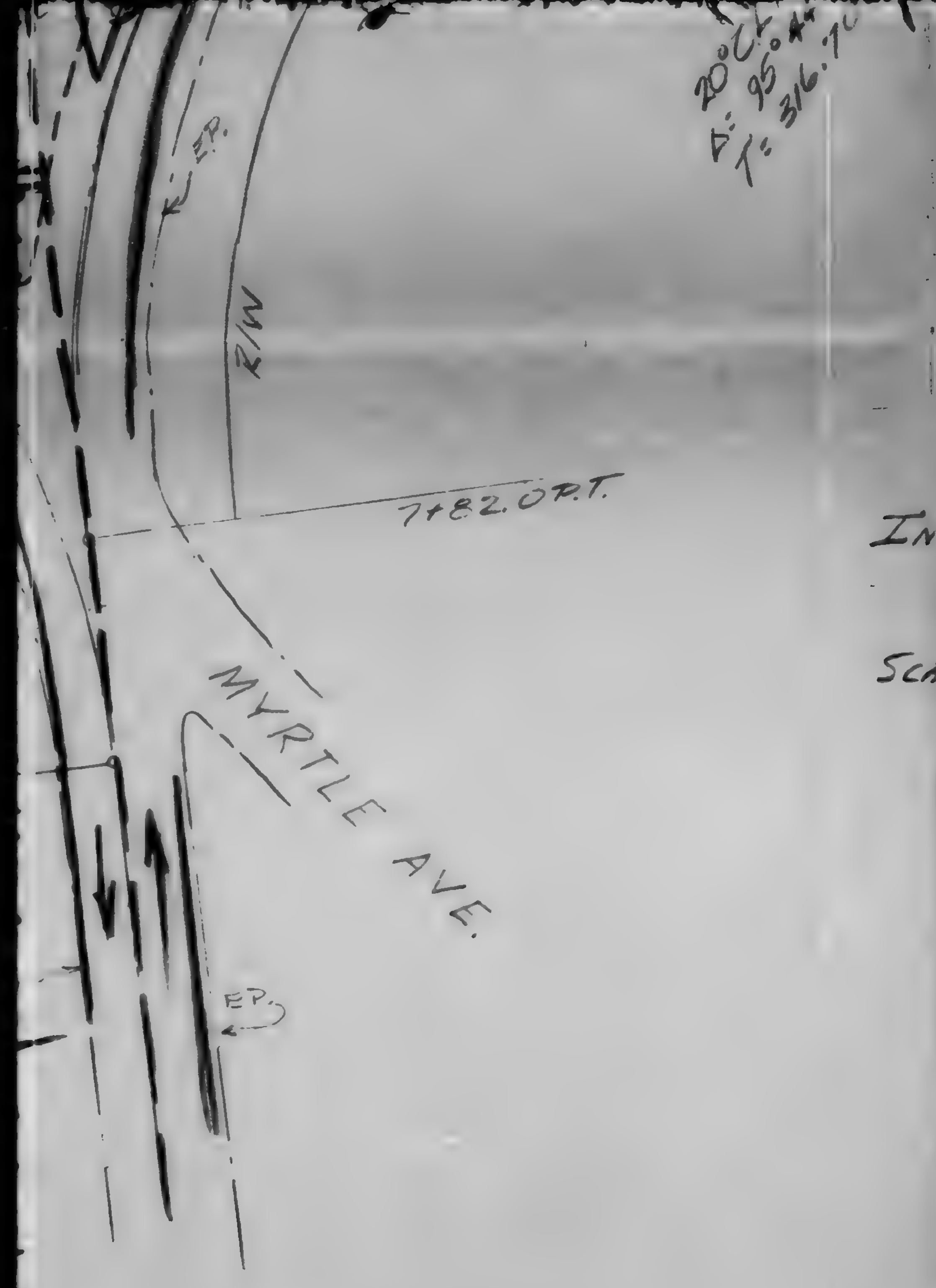
COLLISION DIAGRAM

City of Reedsport County Douglas
Intersection of Oregon Coast Hwy. and Umpqua Hwy.
Highway Number 9 (US101) 45 (ore 38) M.P. 211.57-M.P. 211.64
Period Covered 1-1-64 To 9-30-69
Compiled by Bk Drawn by Date 2-13-70


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
N
US 101
Myrtle Ave.
Umpqua Hwy. conn.
Ore 38
8-69-8P
12-65-10P
7-64-12N
6-65-3P
8-66-4P
11-68-1P
1-67-11A
8-65-4P
3-64-3P
3-69-4P
4-66-5P
11-68-5A
10-64-1A
1-64-5P
7-69-10P
5-69
10-66-2P
1-68-11A
8-65-1P
1-66-3P
2-66-3P
7-66-4P
7-69-5P
8-64-12N
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

*- stopped prior to L/T

Collision Type	1964-1965				1966-1967				1968				5 Mos. 1969				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end			4	4		1	1	2			1	1		1	2	3		2	8	10
Sideswipe			1	1							1	1							2	2
Turning Movement			4	4		1	2	3		1		1			2	2		2	8	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		-	9	9		3	3	6		1	2	3		1	4	5		5	18	23


20°C
Δ: 95°4
T: 316.7
E.P.
R/W
7+82.0 P.T.
MYRTLE AVE.
E.P.

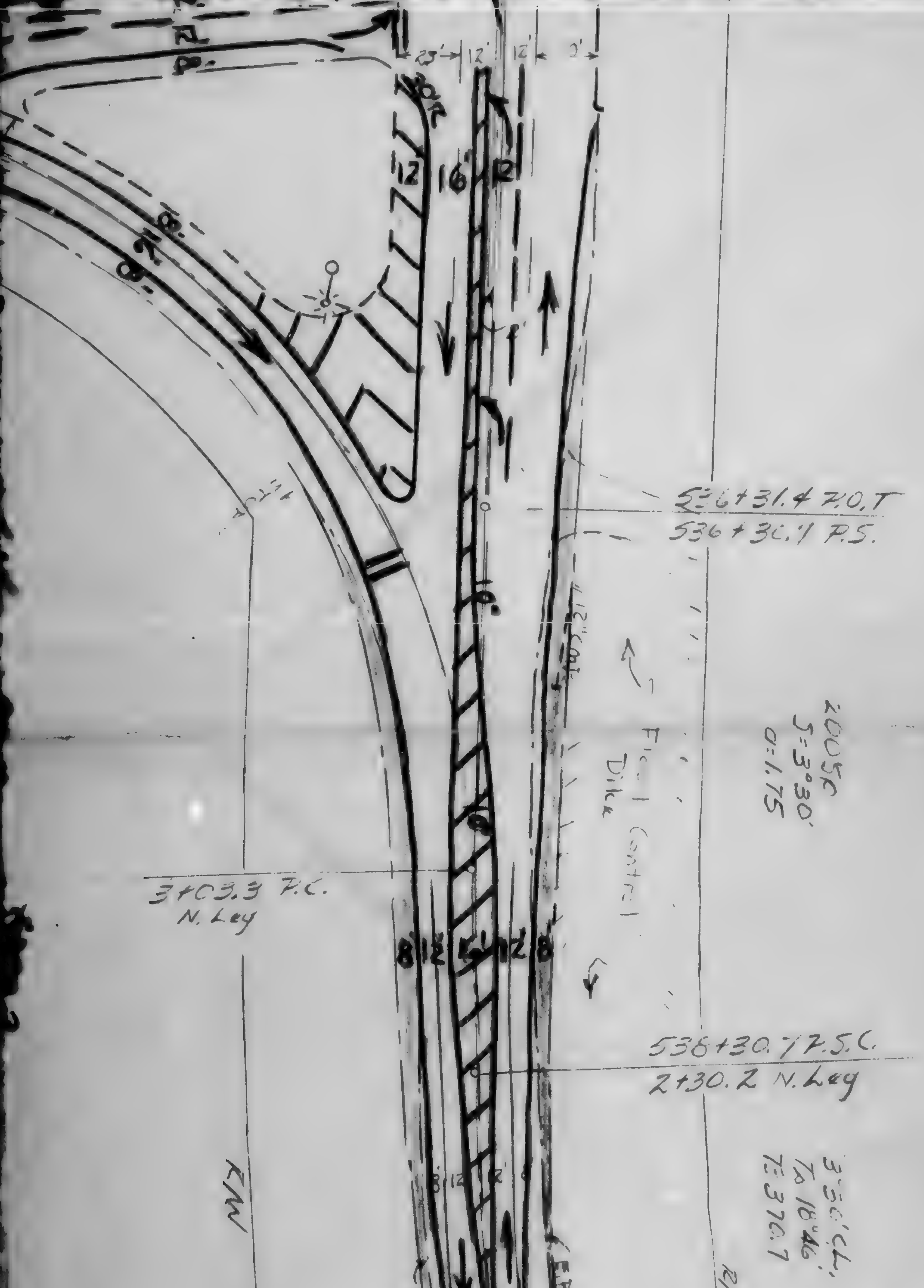
OREGON STATE HIGHWAY DEPARTMENT
DIVISION III

INTERSECTION – UMPQUA HWY. & ORE. COAST HWY.
DOUGLAS COUNTY

SCALE 1" = 50'

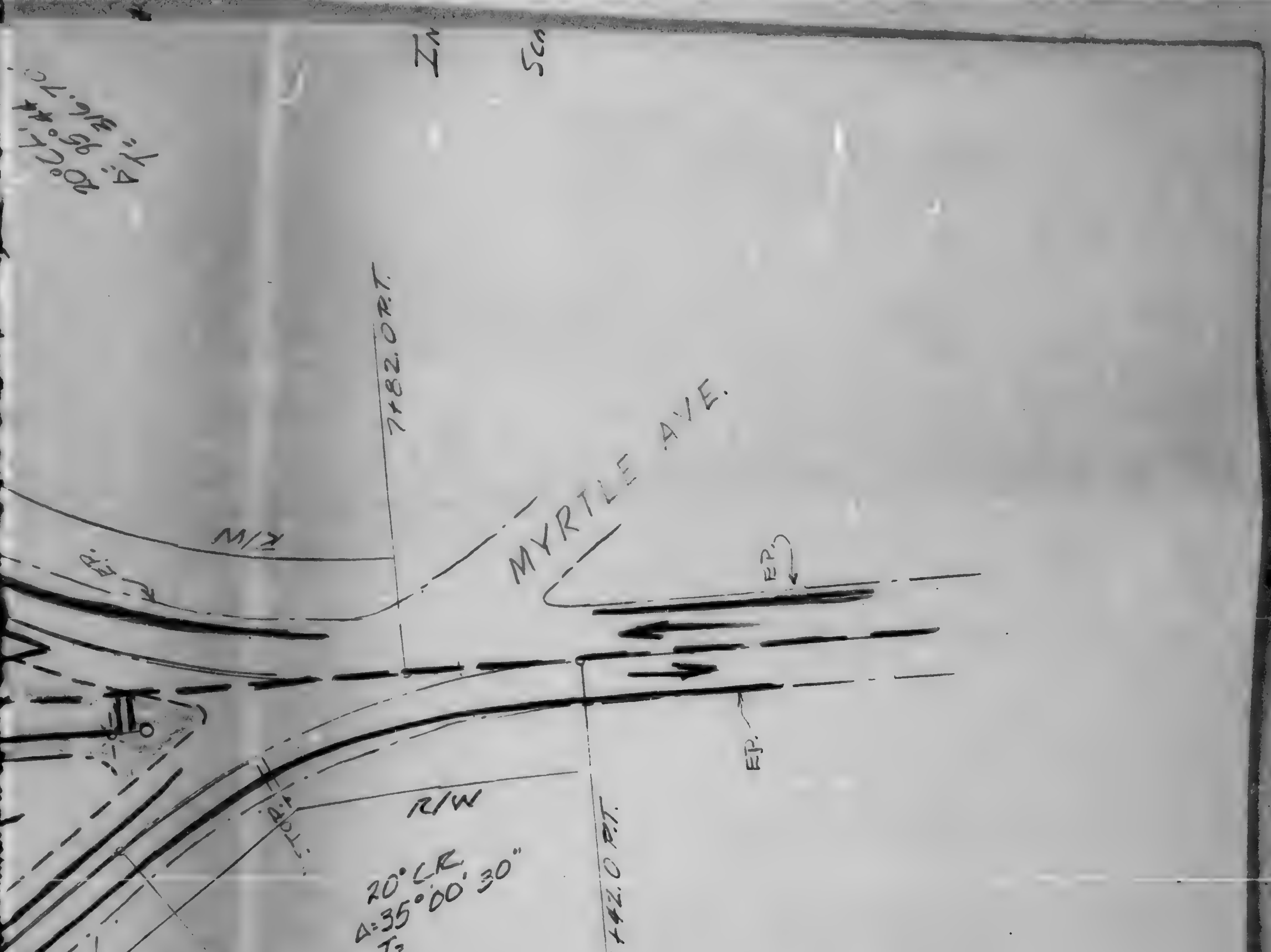
DATE: FEB 70

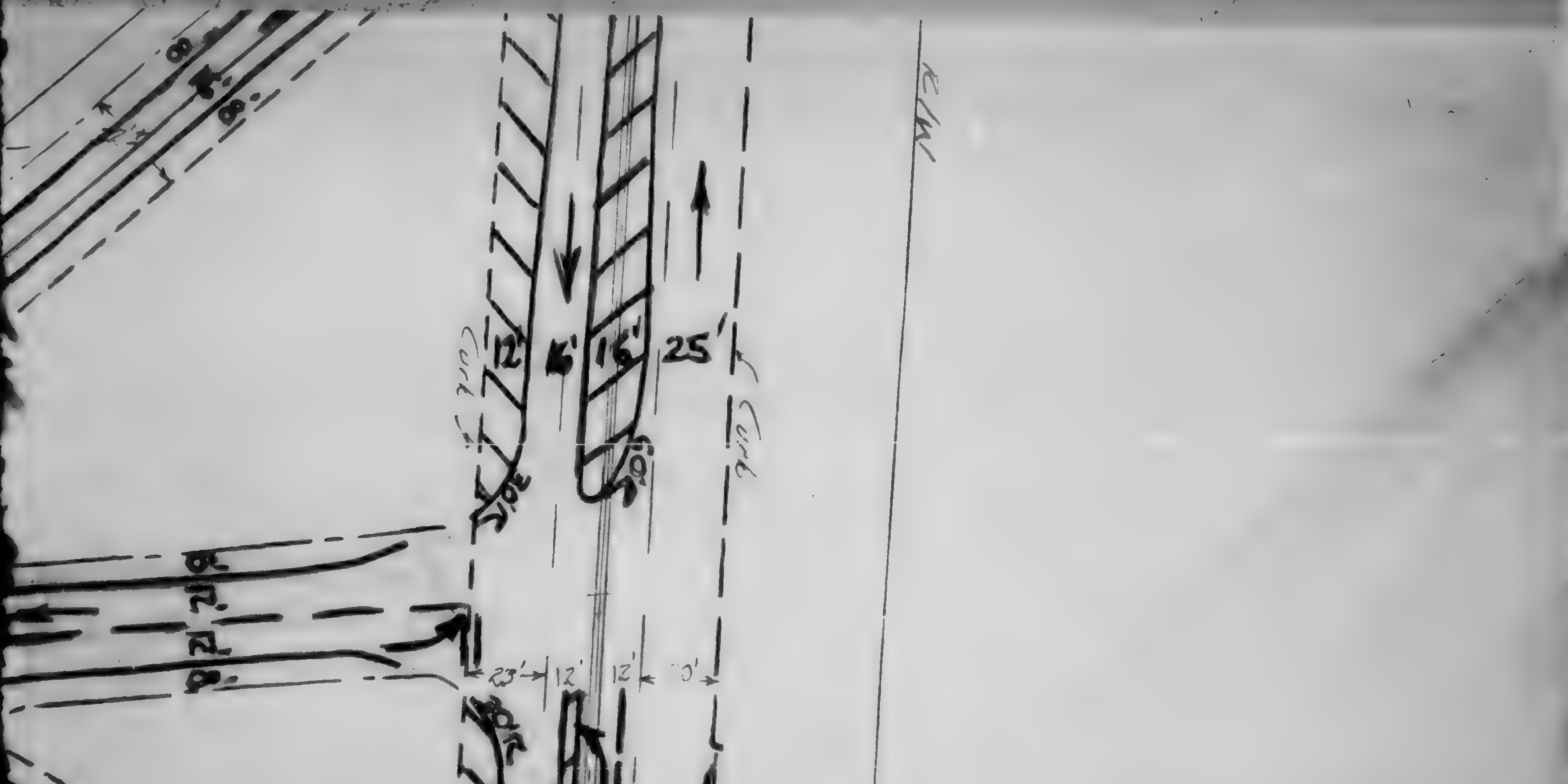
9025381

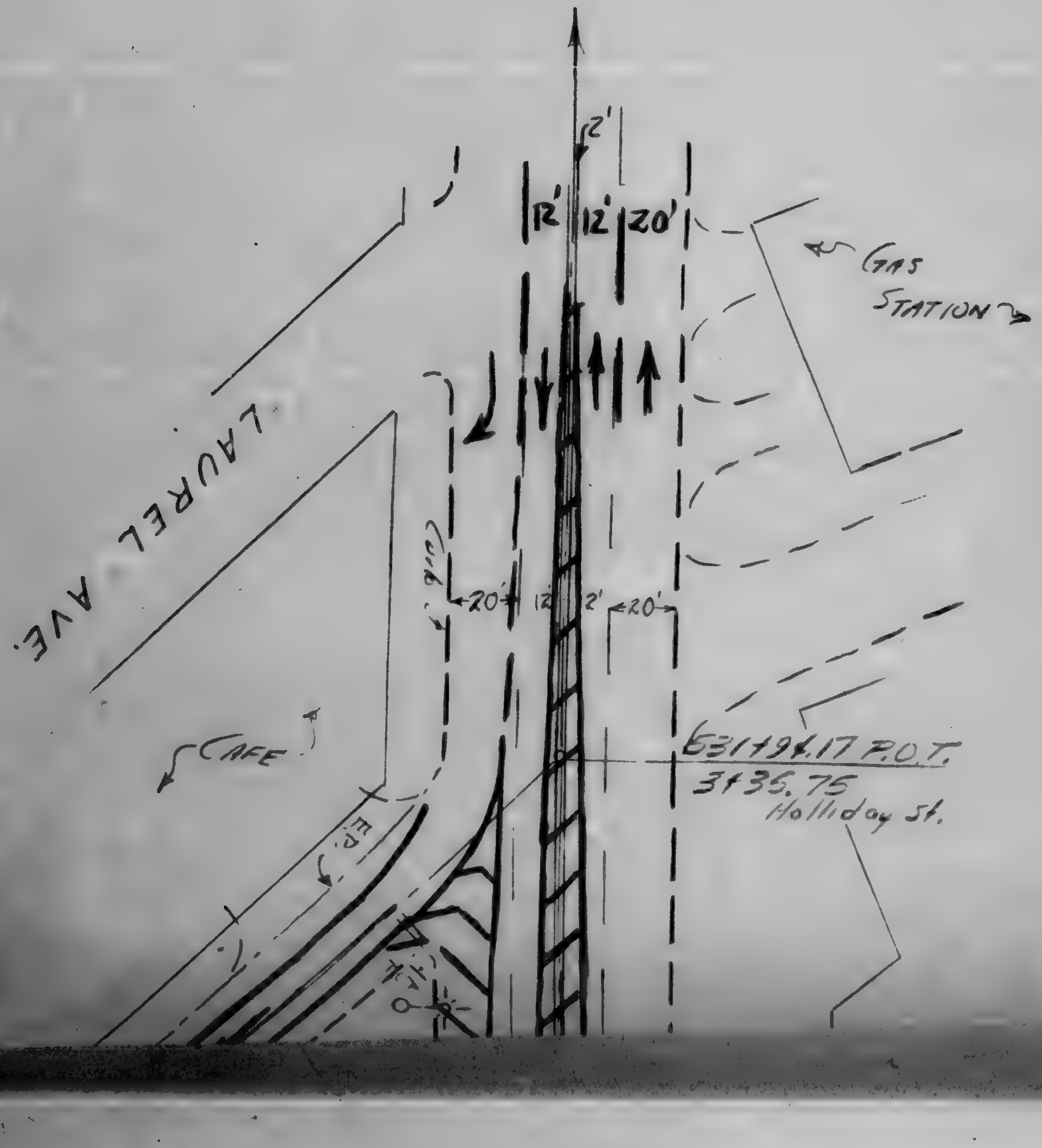


23'
12'
12'
8'
12
16'
12
30'R
8'
8'
536+31.4 P.O.T
536+30.1 P.S.
12" Conc
Flood Control Dike
2005C
S=3°30'
a:1.75
3+03.3 P.C.
N. Leg
8
12
16'
12
8
536+30.7 P.S.C.
2+30.2 N. Leg
3°30' C.L.
To 18°46
T=370.7
R/W
R/W
E.P.
E.P.
12
12

Plan "A"


20°C.L.
Δ: 95°44'
T: 316.70
In
Sc
7+82.0 P.T.
MYRTLE AVE.
R/W
E.P.
E.P.
E.P.
R/W
T.O.P.
20°C.R.
Δ=35°00'30"
T=
8+42.0 P.T.
6+67.0 P.C.


R/W
Curb
Curb
536+31.4 P.O.T
536+30.7 P.S.


2'
12'
12'
20'
GAS STATION
LAUREL AVE.
Curb
20'
12'
2'
20'
CAFE
E.P.
531+94.17 P.O.T.
3+35.75
Holliday St.

Form E-40

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 1 SHEETS

INTERSECTION UMPQUA HIGHWAY AND OREGON COAST HIGHWAY

DOUGLAS COUNTY

SUMMARY OF QUANTITIES AND COST

Plan 'A"

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT COST	AMOUNT
General Excavation	Cu.Yd.	225	25	250	2.00	500
Embankment in Place	Cu.Yd.	4030	370	4400	2.00	8800
Trench Excavation	Cu.Yd.	54	6	60	5.00	300
Salvage & Reinstall 12" C.M.P.	Lin.Ft.	70	7	77	3.00	231
18" Culvert Pipe	Lin.Ft.	140	15	155	10.00	1550
Concrete Inlets, Type G-2MA	Each	2	--	2	400.00	800
Extend 3/4" water line	All	All	--	All	Lump sum	25
3/4-0 Stone Base	Ton	290	30	310	3.25	1007.50
Plant Mix Stone Base	Ton	1450	150	1600	3.00	4800
Class "B" Asphaltic Conc.	Ton	435	45	480	11.00	5280
Alphalt in Asphaltic Conc.	Ton	24	3	27	35.00	945
Miscellaneous Items	All	All	--	All	Lump Sum	500
Clearing & Grubbing and Removing Existing Structures						
Finishing Roadbed & Slopes						
Watering						
			SUB TOTAL			$24,738
Engineering & Cont. 15%						3,712
			TOTAL			$28,450

TYPICAL SECTIONS

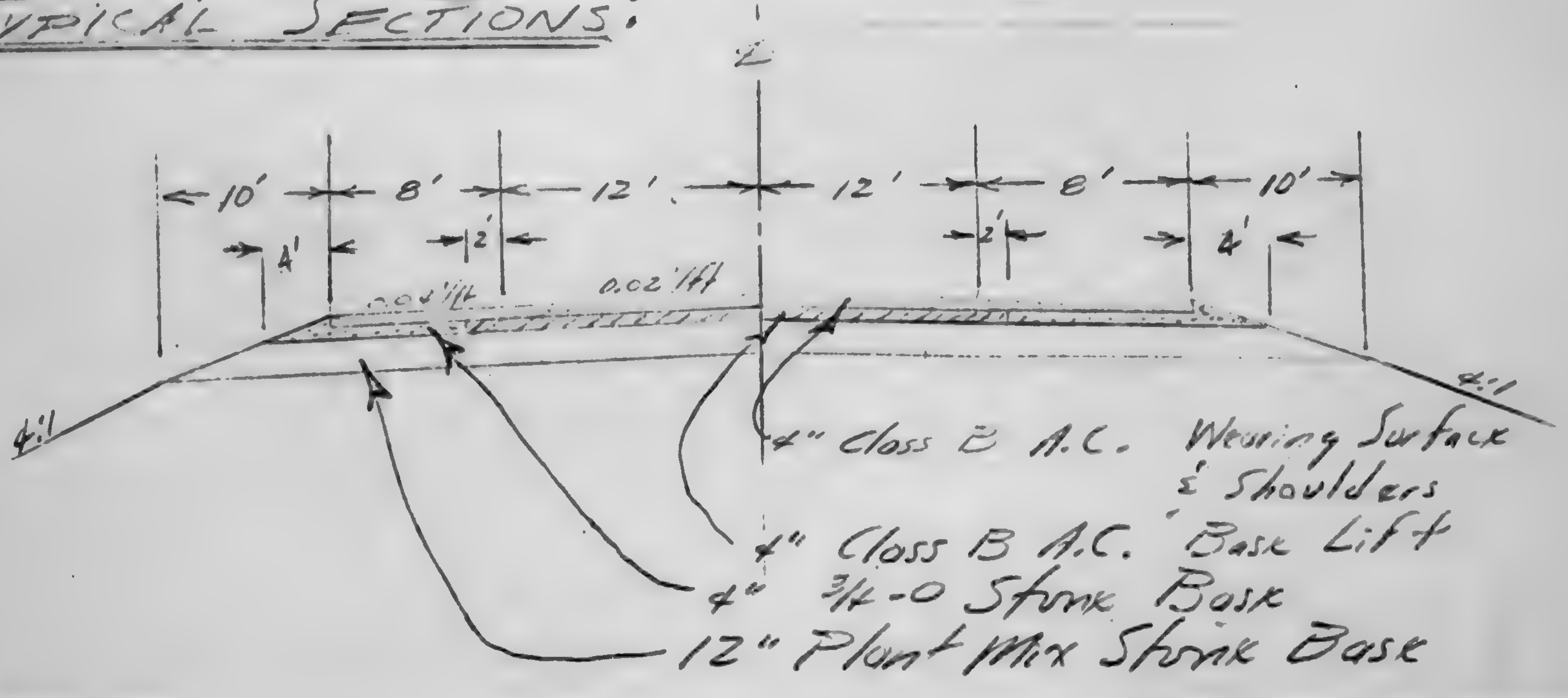
&

COMPUTATIONS

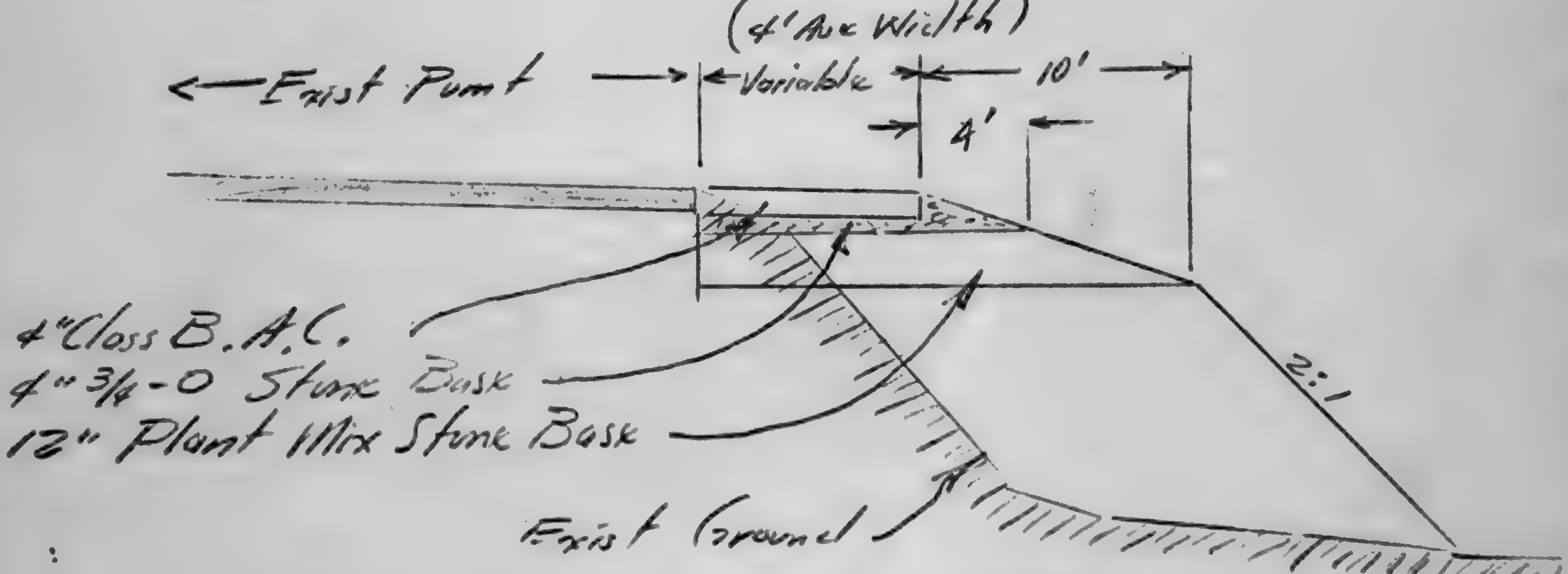
Intersection Umpqua Hwy & Ore. Coast Hwy.

Douglas Co.

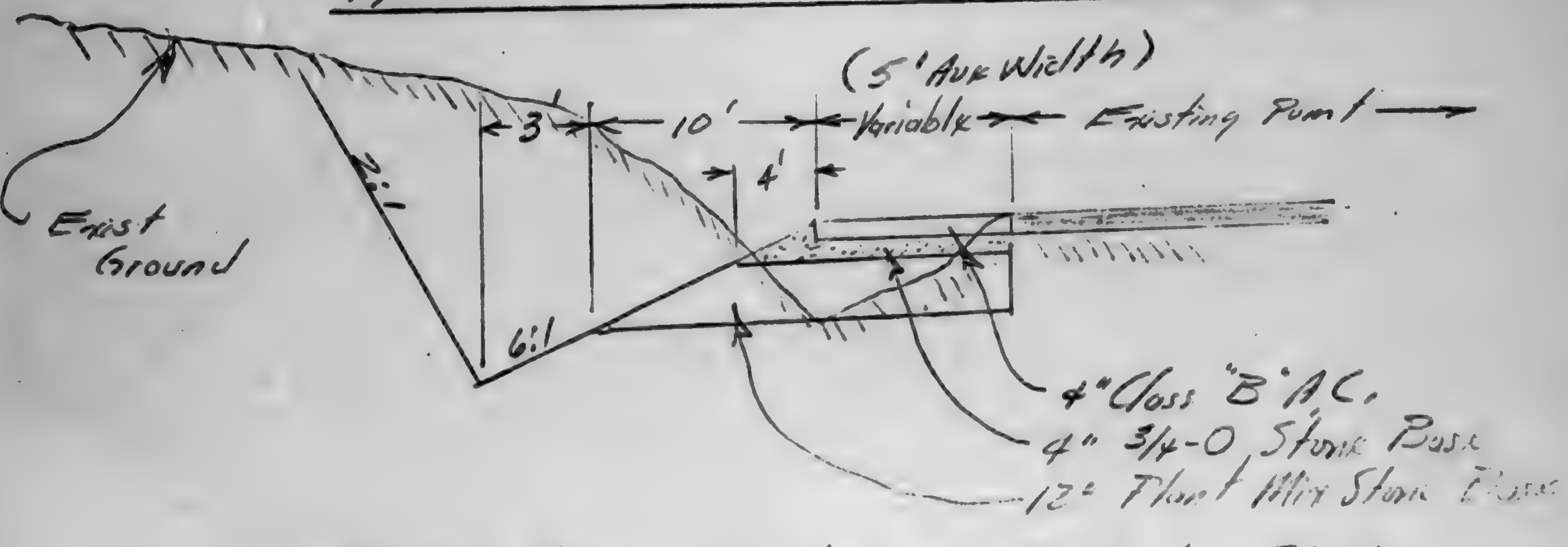
TYPICAL SECTIONS:


℄
10'
8'
12'
12'
8'
10'
4'
2'
2'
4'
0.04'/ft
0.02'/ft
4:1
4:1
4" Class B A.C. Wearing Surface & Shoulders
4" Class B A.C. Base Lift
4" 3/4-0 Stone Base
12" Plant Mix Stone Base

TYPICAL SECTION - TWO LANE


(4' Aux Width)
Exist Pvmt
Variable
10'
4'
2:1
4" Class B.A.C.
4" 3/4-0 Stone Base
12" Plant Mix Stone Base
Exist Ground

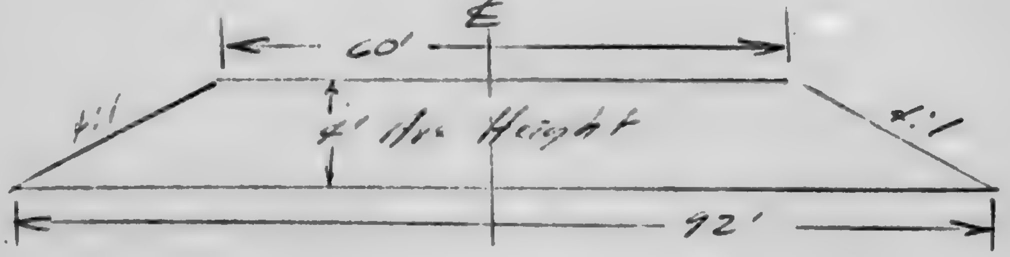
TYPICAL SECTION - RT. OF 536± to 540±


(5' Aux Width)
3
10'
Variable
Existing Pvmt
4'
2:1
6:1
Exist Ground
4" Class "B" A.C.
4" 3/4-0 Stone Base
12" Plant Mix Stone Base

TYPICAL SECTION - LT OF 536± to 540±

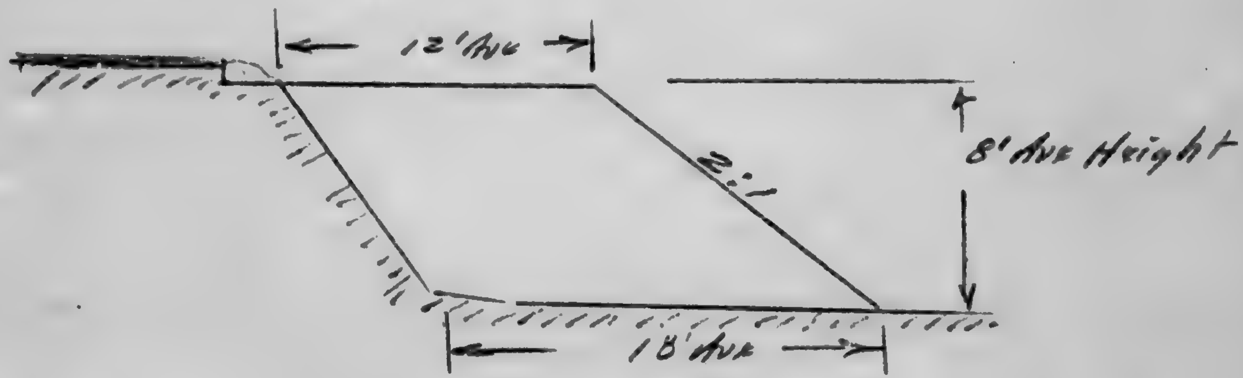
Earthwork Quantities:

Two Lane Section - 200' Long


℄
60'
4:1
4' Ave Height
4:1
92'

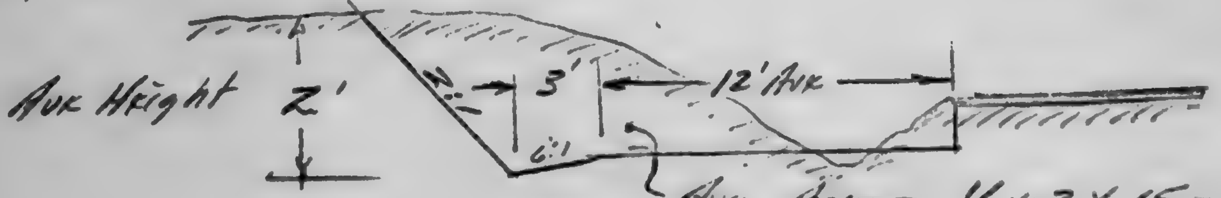
Cu. Yd. Emb = $\left(\frac{60+92}{2}\right) 4 \times \frac{200}{27}$ = 2250 Cu. Yd. Emb

Rt. of 536± to 540±


12' Ave
8' Ave Height
2:1
18' Ave

Cu. Yd Emb. = $\left(\frac{18+12}{2}\right) \times 8 \times \frac{400}{27}$ = 1780 Cu. Yd. Emb

Lt. of 536± to 540±


Ave Height
2'
2:1
3'
6:1
12' Ave

Ave Area = $\frac{1}{2} \times 2 \times 15 = 15 ft^2$

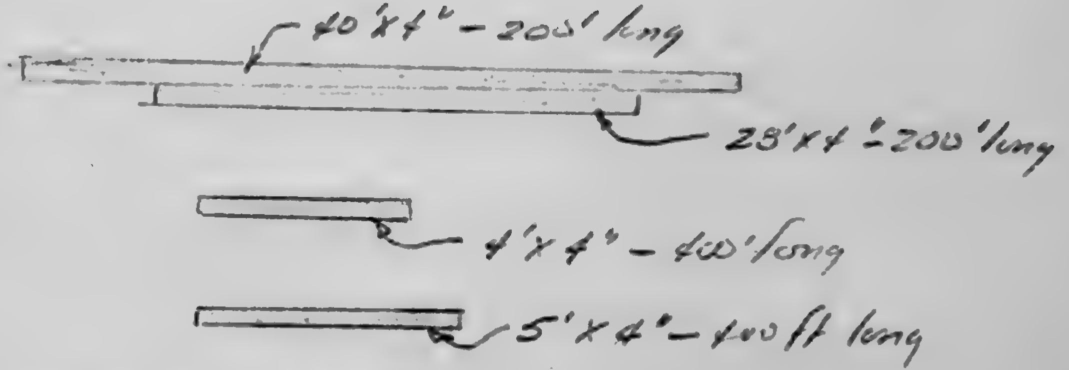
Cu. Yd. Exc. = $15 \times \frac{400}{27}$ = 225 Cu. Yd Exc.

Summary: Cu. Yd. Emb = 4030 Cu. Yd.

Cu. Yd Exc = 225 Cu. Yd.

SURFACING QUANTITIES:

Class B A.C.


40'x4" - 200' long
28'x4" - 200' long
4'x4" - 400' long
5'x4" - 400 ft long

Tons of Class B AC = 40x200x4 = 32000
28x200x4 = 22400
4x400x4 = 6400
5x400x4 = 8000

68,800 X 0.00631 = 435 Tons

Asphaltic Cement in Mixture

Tons of Asphaltic Cement = 435 X 0.055 = 24 Tons

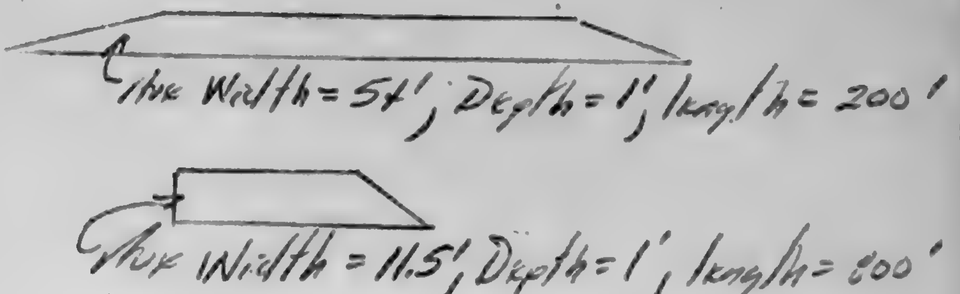
3/4-0 Stone Base

4" Ave Depth & 10' Ave Width

Total Length of Shoulders = 1200'

Tons of 3/4-0 Stone Base = $\frac{\frac{1}{3}\times 10\times 1200\times 1.96}{27}$ = 290 Tons

Plant Mix Stone Base


Ave Width = 54', Depth = 1', length = 200'
Ave Width = 11.5', Depth = 1', length = 800'

Tons of Plant Mix Stone Base = $\left.\begin{array}{l} 54\times 1\times 200\times 1/27 \\ 11.5\times 1\times 800\times 1/27 \end{array}\right\}$ = 740 X 1.96 = 1,450 Tons

Form E-4[illegible]

TABULATION SHEET

SHEET 1 OF 1 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

INTERSECTION UMPQUA HIGHWAY AND OREGON COAST HIGHWAY

DOUGLAS COUNTY

SUMMARY OF QUANTITIES AND COST

Plan "B"

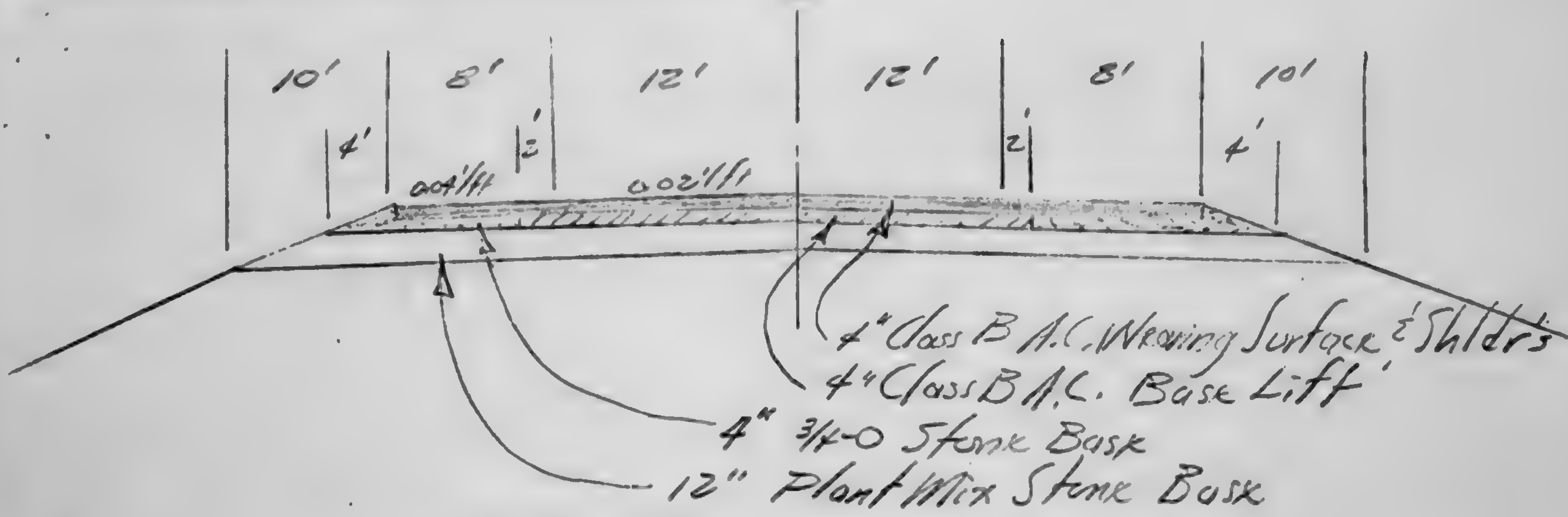
ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT COST	AMOUNT
General Excavation	Cu. Yd.	225	25	250	2.00	500
Embankment in Place	Cu. Yd.	8090	810	8900	2.00	17,800
Trench Excavation	Cu. Yd.	54	6	60	5.00	300
Salvage & Reinstall 12" C.M.P.	Lin. Ft.	70	7	77	3.00	231
18" Culvert Pipe	Lin. Ft.	140	15	155	10.00	1,550
Concrete Inlets, Type G-2MA	Each	2	---	2	400.00	800
Extend 3/4" Water Line	All	All	---	All	Lump Sum	25
3/4-0 Stone Base	Ton	360	40	400	3.25	1,300
Plant Mix Stone Base	Ton	2000	200	2200	3.00	6,600
Class "B" Asphaltic Conc.	Ton	620	60	680	11.00	7,480
Asphaltic Mix	Ton	35	5	40	35.00	1,400
Miscellaneous Items	All	All	---	All	Lump Sum	500
- Clearing & Grubbing and Removing Existing Structures						
Finishing Roadbed & Slopes						
Watering						
			SUB TOTAL			$38,486
Engineering & Cont. 15%						5,773
			TOTAL			$44,259

TYPICAL SECTIONS
&
COMPUTATIONS

Intersection Umpqua Hwy & Oregon Coast Hwy.

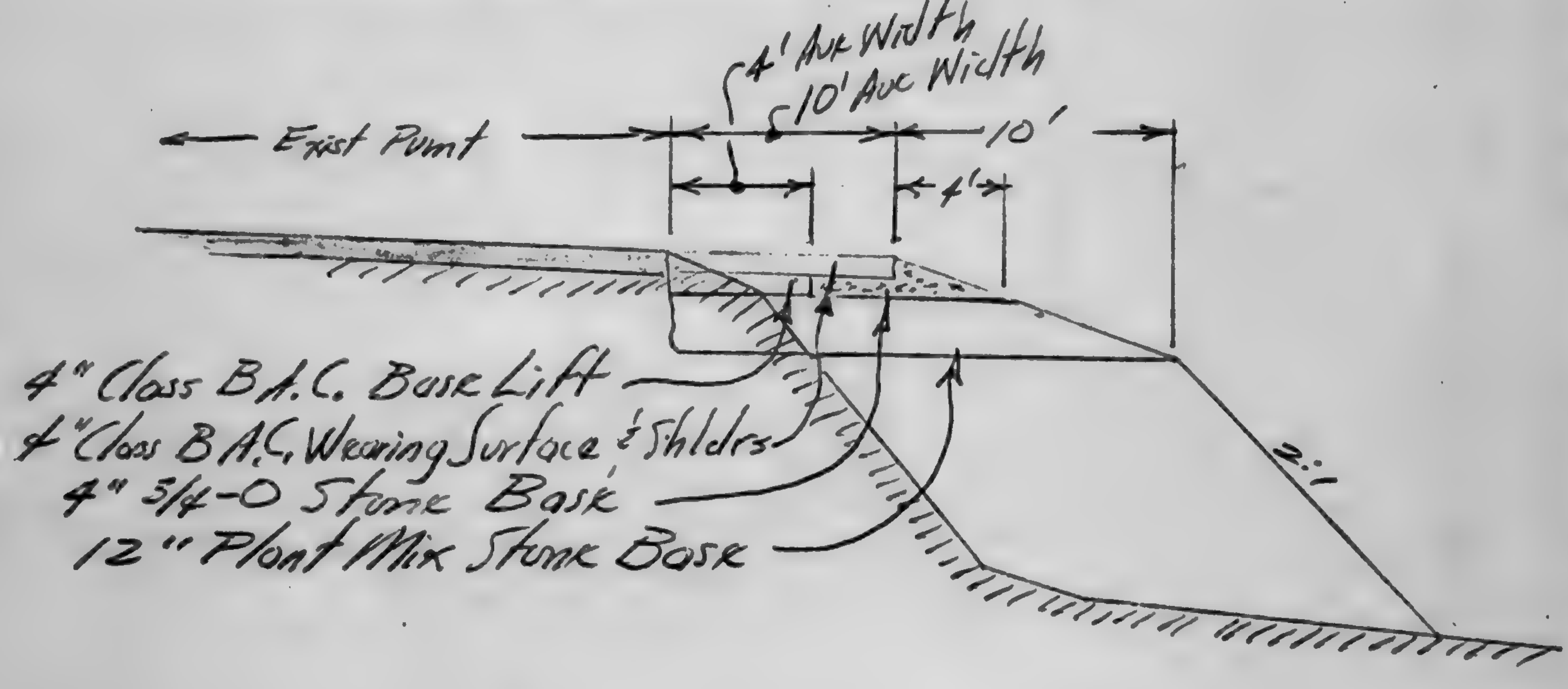
Douglas County

TYPICAL SECTIONS:



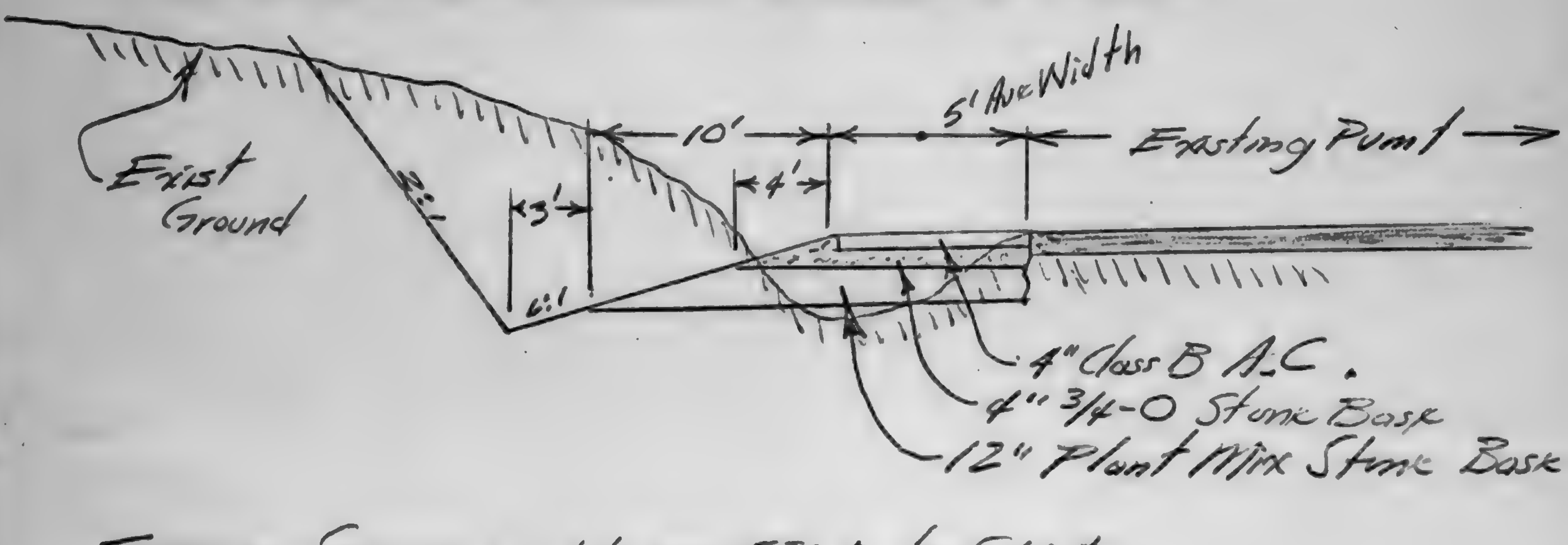
℄
10'
8'
12'
12'
8'
10'
4'
2'
2'
4'
.004'/ft
.002'/ft
4" Class B A.C. Wearing Surface & Shldrs
4" Class B A.C. Base Lift
4" 3/4-0 Stone Base
12" Plant Mix Stone Base

TYPICAL SECTION – TWO LANE



4' Ave Width
10' Ave Width
Exist Pvmt
10'
4'
4" Class B A.C. Base Lift
4" Class B A.C. Wearing Surface & Shldrs
4" 3/4-0 Stone Base
12" Plant Mix Stone Base
2:1

TYPICAL SECTION – Rt OF 536± to 543±

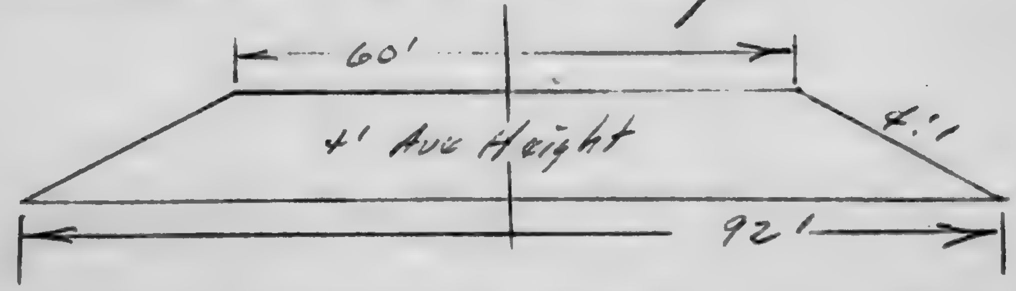


Exist Ground
2:1
3'
6:1
10'
4'
5' Ave Width
Existing Pvmt
4" Class B A.C.
4" 3/4-0 Stone Base
12" Plant Mix Stone Base

TYPICAL SECTION – Lt OF 536± to 540±

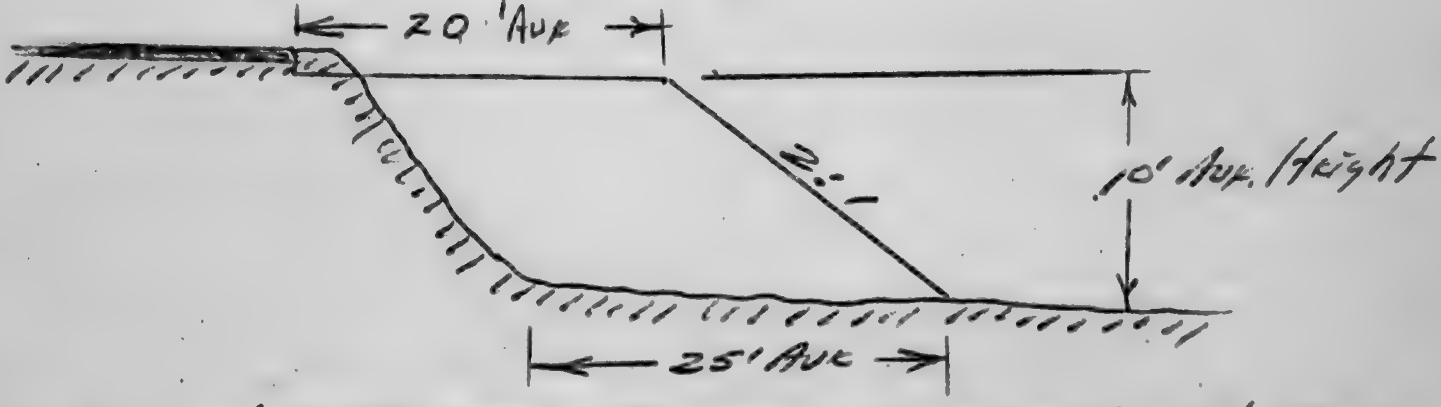
EARTHWORK QUANTITIES:

Two Lane Section - 200' Long


60'
4' Avg Height
4:1
92'

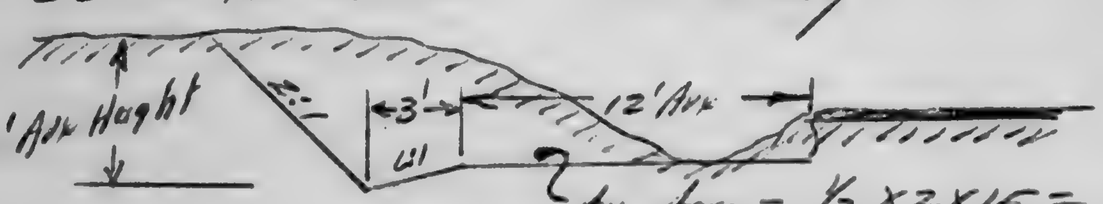
$$\text{Cu. Yd. Emb} = \left(\frac{60+92}{2}\right) 4 \times \frac{200}{27} = 2250 \text{ Cu. Yd. Emb.}$$

Rt. of 536± to 543± 700' Long


20' Avg
2:1
10' Avg. Height
25' Avg

$$\text{Cu. Yd. Emb} = \left(\frac{20+25}{2}\right) \times 10 \times \frac{700}{27} = 5840 \text{ Cu. Yd. Emb}$$

Lt. of 536± to 540± 400' Long


2' Avg Height
2:1
3'
W1
12' Avg

Avg Area = ½ x 2 x 15 = 15 ft²

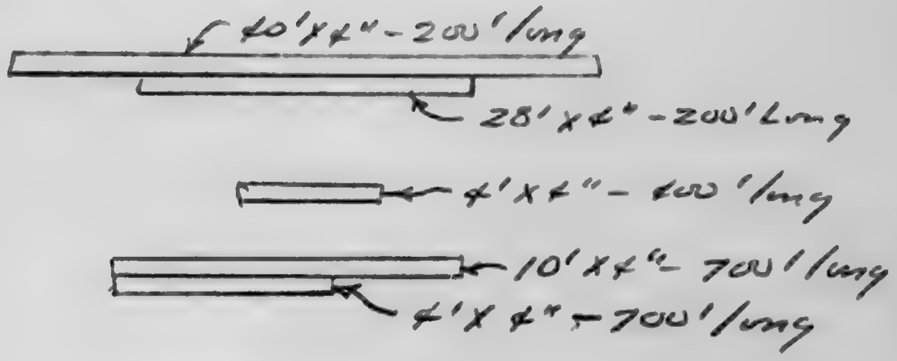
$$\text{Cu. Yd. Exc} = 15 \times \frac{400}{27} = 225 \text{ Cu. Yd. Exc.}$$

Summary Cu. Yd. Emb. = 8090 Cu. Yd.

Cu. Yd. Exc. = 225 Cu. Yd.

SURFACING QUANTITIES:

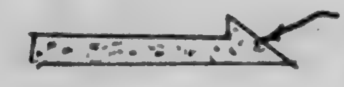
Class "B" A.C.


40'x4" - 200' long
28'x4" - 200' Long
4'x4" - 400' long
10'x4" - 700' long
4'x4" - 700' long

Tons of Class "B" A.C. = 40x200x4 = 32000
28x200x4 = 22400
4x400x4 = 6400
4x700x4 = 11200
10x700x4 = 28000
98000x0.00631 = 620 Tons

Asphalt Cement in Mixture
Tons of Asphalt Cement = 620x0.055 = 35 Tons

3/4-0 Stone Base

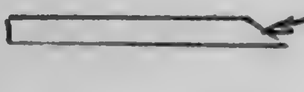


4" Ave Depth & 10' Ave Width
Total Length of Shoulders > 1500'

Tons 3/4-0 Stone Base = $\frac{1/3 \times 10 \times 1500 \times 1.96}{27}$ = 360 Tons

Plant Mix Stone Base

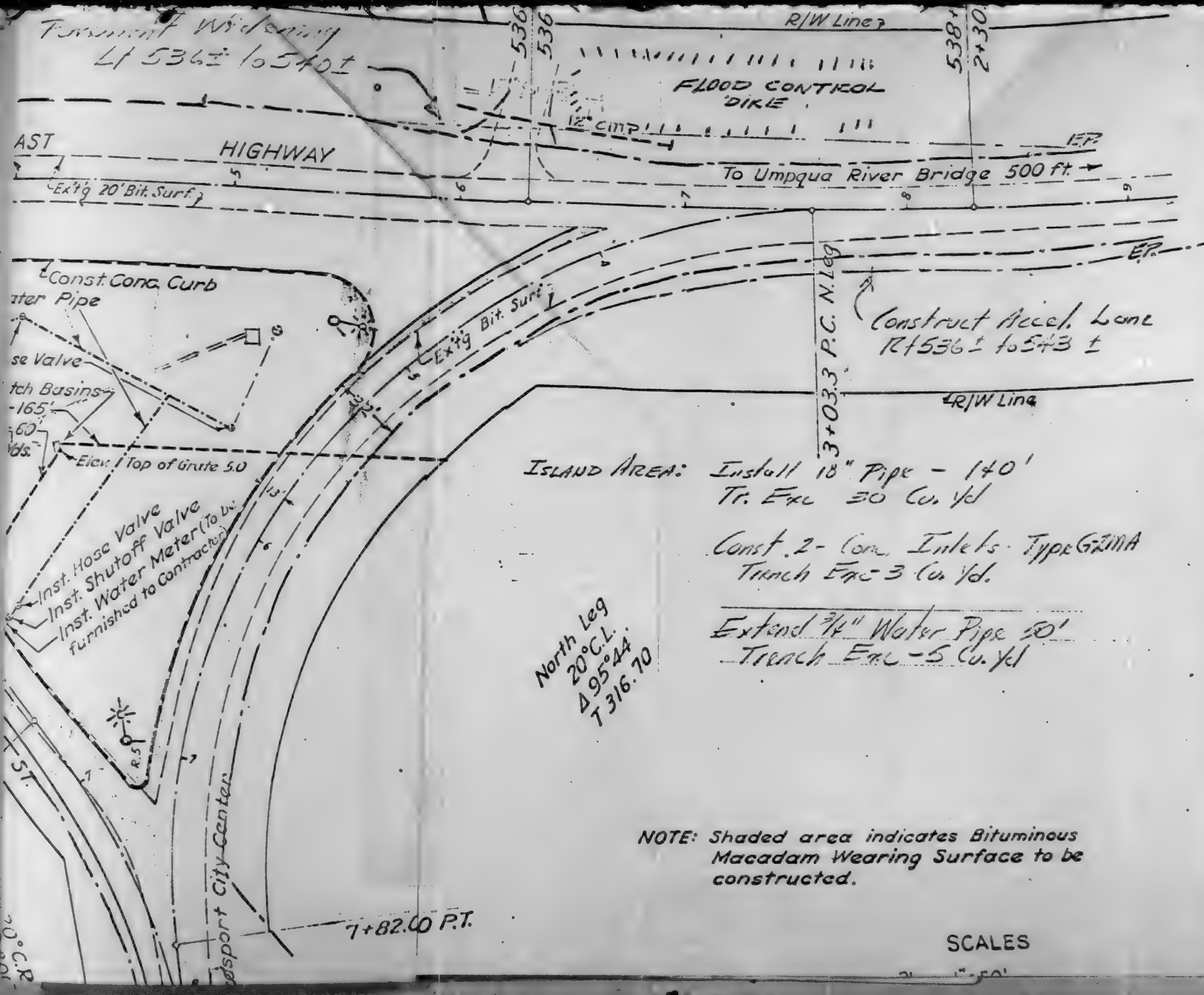
Ave Width = 54', Depth = 1', length = 200'

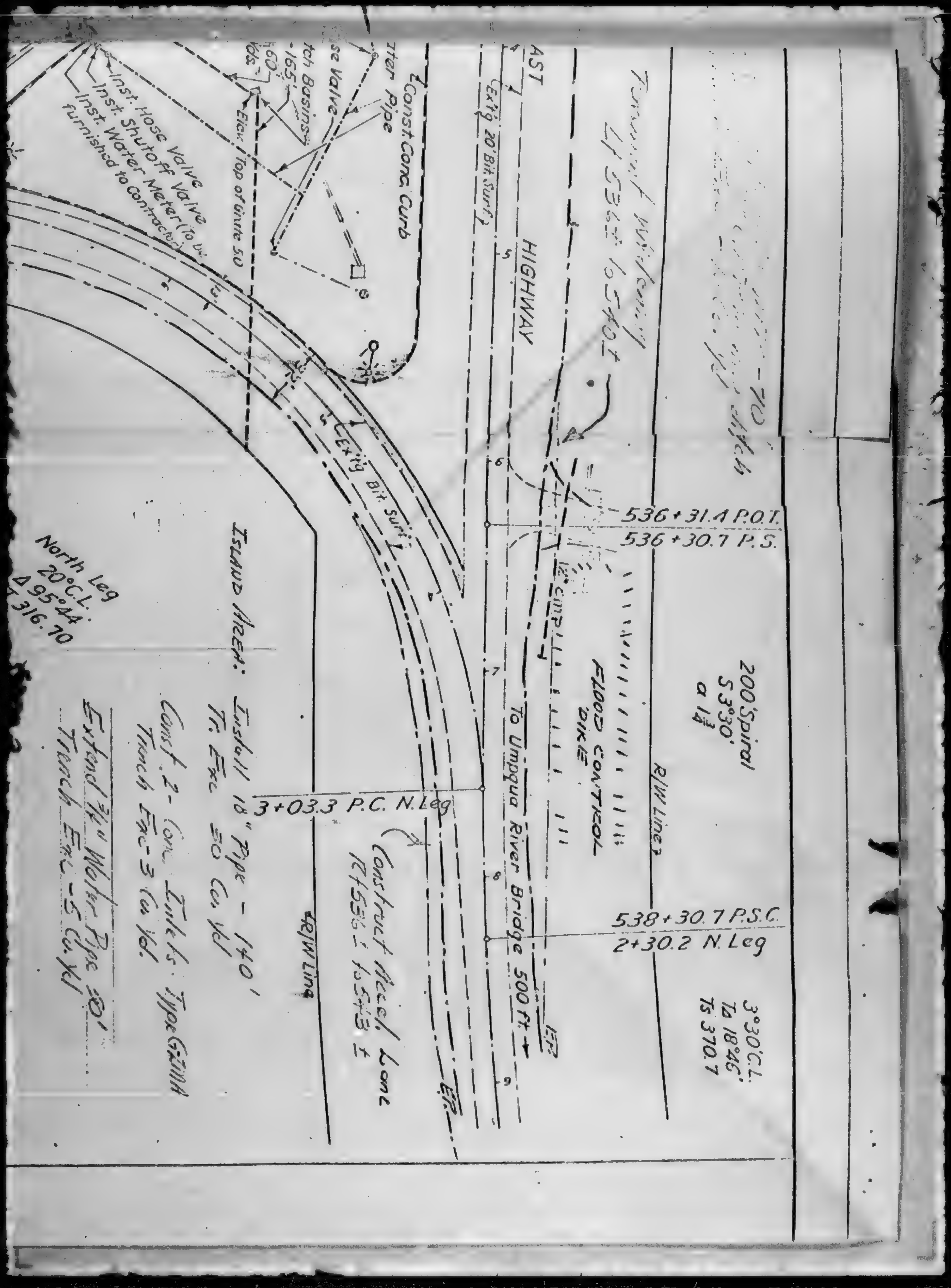


Ave Width = 17', Depth = 1', length = 700'

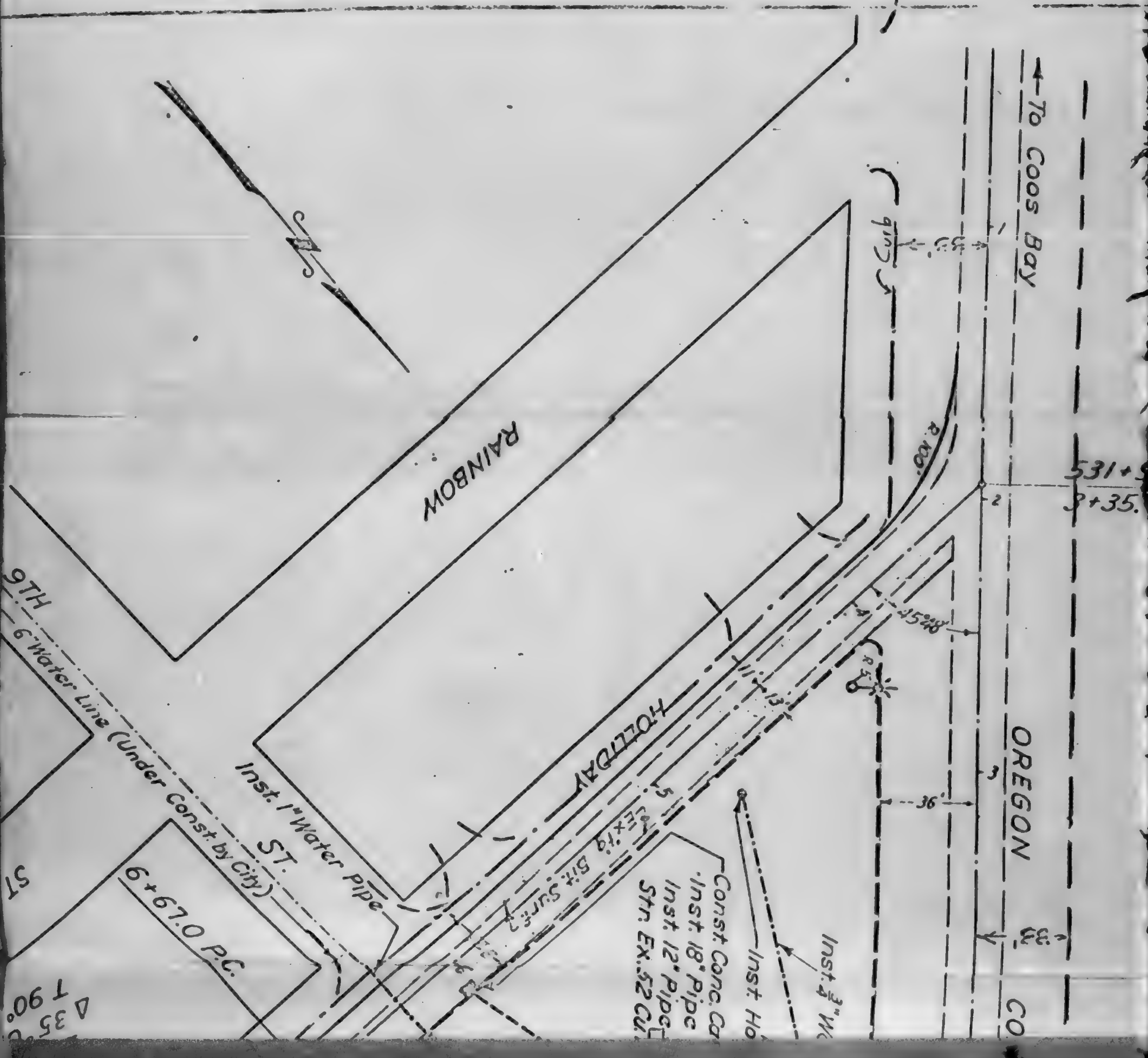
Ave Width = 12', Depth = 1', length = 400'

Tons of Plant Mix Stone Base = 54x1x200x 1/27 = 400
17x1x700x 1/27 = 440
12x1x400x 1/27 = 180
1020x1.96 = 2000 Tons

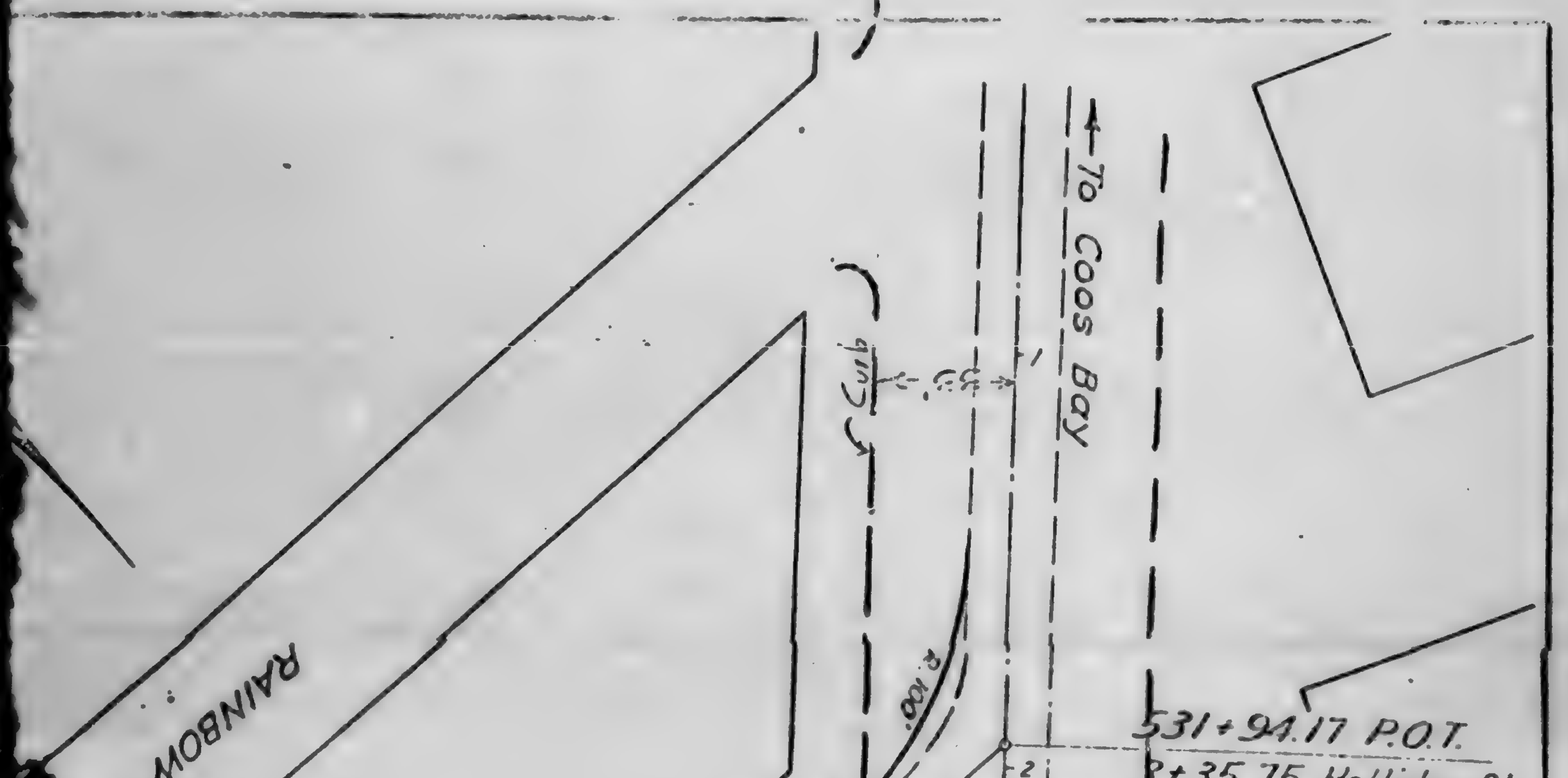

Forminf Widening
Lt 536± to 540±
536
536
538+
2+30
R/W Line
FLOOD CONTROL 'DIKE'
12" CMP
AST
HIGHWAY
Ex't'g 20' Bit. Surf.
5
6
7
8
9
E.P.
To Umpqua River Bridge 500 ft.
E.P.
Const. Conc. Curb
ater Pipe
se Valve
tch Basins
-165'
60'
Yds.
Elev. Top of Grate 5.0
Ex't'g Bit. Surf.
3+03.3 P.C. N. Leg
Construct Accel. Lane
Rt 536± to 543 ±
R/W Line
ISLAND AREA: Install 18" Pipe - 140'
Tr. Exc 30 Cu. Yd
Const. 2- Conc. Inlets Type G-2MA
Trench Exc-3 Cu. Yd.
Extend 3/4" Water Pipe 50'
Trench Exc -5 Cu. Yd
Inst. Hose Valve
Inst. Shutoff Valve
Inst. Water Meter (To be furnished to Contractor)
North Leg
20°C.L.
Δ 95°44'
T 316.70
R.5
5T.
dsport City Center
7+82.00 P.T.
20°C.R.
NOTE: Shaded area indicates Bituminous Macadam Wearing Surface to be constructed.
SCALES


Inst. Hose Valve
Inst. Shutoff Valve
Inst. Water Meter (to be furnished to Contractor)
Elev. Top of Grate 50
Const. Conc. Curb
Water Pipe
Hose Valve
Catch Basins
165'
160'
Ex'tg 20' Bit. Surf.
HIGHWAY
EAST
Ex'tg Bit. Surf.
Furnish Widening
Lt 536± to 540±
536+31.4 P.O.T.
536+30.7 P.S.
12" CMP
FLOOD CONTROL DIKE
R/W Line
200' Spiral
S 3°30'
a 1¾
North Leg
20° C.L.
Δ 95°44'
T 316.70
ISLAND AREA: Install 18" Pipe - 140'
Tr. Exc. 50 Cu. Yd.
Const. 2- Conc. Inlets Type G.
Trench Exc - 3 Cu. Yd.
Extend ¾" Water Pipe 30'
Trench Exc - 5 Cu. Yd.
3+03.3 P.C. N. Leg
Construct Accel. Lane
Rt 536± to 543±
To Umpqua River Bridge 500 ft.
538+30.7 P.S.C.
2+30.2 N. Leg
R/W Line
E.P.
E.P.
3°30' C.L.
Δ 18°46'
Ts 370.7
5
6
7
8
9

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		


To Coos Bay
RAINBOW
9TH
ST.
ST
HOLLIDAY
OREGON
CO
6" Water Line (Under Const. by City)
Inst. 1" Water Pipe
6+67.0 P.C.
Δ 35°
T 90°
531+
3+35.
R 100'
45°48'
36'
33'
13'
55'
Ex. 19 Bit. Surf.
Const. Conc. Ca
Inst. 18" Pipe
Inst. 12" Pipe
Str. Ex. .52 Cu.
Inst Ho
Inst. 3/4" W

	BY	DATE
IRVEYED		
OTTED		
MPLATE		
EAS		
EAS CHECKED		


To Coos Bay
Curb
65'
1
R 100'
RAINBOW
531+94.17 P.O.T.
3+35.75 Holliday St.
2
45.28'
R
13
HOLLIDAY
5
OREGON
3
36'
33'
CO
Ex'tg Bit Surf.
Pipe
Const. Conc. Ca
Inst. 18" Pipe
Inst. 12" Pipe
Str. Ex. 52 Cu.
Inst. Ho
Inst. 3/4" W

7971 Middle Unit, Richmond Jct.- 1973
Girds Cr. Road Section
(Grading and oiling)

7971

October 8, 1974

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On October 4, 1974, we wrote to you concerning release of final payment on Contract No. 7971 awarded to Cody Logging and Construction Company for work on the Middle Unit Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County.

Final payment on this contract is $12,443.01 and the total contract amount is $231,634.38 including $1,668.72 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Cody Logging & Constr. Co.
P. O. Box 188
Tygh Valley, OR 97063

Great American Insurance Co.
6310 San Vicente Blvd.
Los Angeles, CA 90048

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7971

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Middle Unit Richmond Junction - Girds Creek Road

WEEK ENDING: August 31, 1974

SECTION PREFIX: 135-1119-900

HIGHWAY: Service Creek - Mitchell

COUNTY: Wheeler

NAME OF JOB: Middle Unit Richmond Jct. - Girds Cr.Rd.

KIND OF WORK: Grading & Oiling

CONTRACTOR: Cody Logging & Construction Co.

CONTRACT NUMBER: 7971

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 1, 1973

DATE WORK STARTED: November 14, 1973

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS: 175

WORK DAYS USED: 182

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 104

PROJECT AUTHORIZATION: $ 304,532.31

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90

EXCLUSIVE OF ENGINEERING: $ 280,384.37

ENGINEERING AUTHORIZATION: $ 24,147.94

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 280,384.37

ENGINEERING COST TO DATE: $ 60,800.00

DATE PROJECT WAS COMPLETED: August 19, 1974

ESTIMATED PERCENT: OVERRUN UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 252 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.33	3.33		3.33	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.33	3.33		3.33	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	71,000 CuYd	24,700 CuYd	7,030 CuYd	2,150 CuYd	
TOTAL QUANTITIES CORRECTED TO DATE	66,013 CuYd	25,669 CuYd	6,772 CuYd	2,557 CuYd	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	66,013 CuYd	25,669 CuYd	6,772 CuYd	2,557 CuYd	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER		WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY			0		
MONDAY	Sunshine	94°	0		
TUESDAY	"	96°	0		
WEDNESDAY	"	96°	0		
THURSDAY	"	92°	0		
FRIDAY		90°	0		
SATURDAY			0		

RECEIVED
SEP 3 1974
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
[illegible]
Scofield
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	[illegible]-August 25, 1974
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted Friday.

This is the last weekly report for this project.

SIGNED W E Hoff LOCATION John Day

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES ANL GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7971

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May ~~7~~, 1974
9,

FILE:

FROM: C. T. Keasey
Construction Engineer

Keasey

TO: W. E. Schwartz
Regional Engineer
La GRANDE

Attention: Dale Allen

SUBJECT: 1.2 Mile Extension
Middle Unit, Richmond Jct.-Girds
Cr. Road
Service Cr.-Mitchell Hwy.
Contract No. 7971

NOTED
E. S. HUNTER

The proposal to extend the subject project between approx. M.P. 5.81 and M.P. 7 has been discussed with Administration, and, although the price is attractive, it has been decided not to extend the current project.

This is based partly on the necessity to request an additional authorization if the extension were to be approved, and also because a contract to complete the reconstruction of the remaining 3.6 ± miles is being programmed for the relatively near future.

CTK:fr

cc: H. S. Coulter
E. S. Hunter

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

5-9-74
Wolfe
Ch Get the remaining 3.6 ± miles ready to contract as soon as feasible. The ODOT has promised that the contract will be let early in 1975
Ed H
cc Rubin
[illegible]

5-9-74
Copies to Wolfe
Rubin
Dale allen

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7971

March 22, 1974

American Industrial Manufacturers
P.O. Box 215 Parkwater Station
Spokane, WA 99206

Attention: Shannon Smith

Gentlemen:

Thank you for your letter of March 20, 1974, advising us that Cody Logging Co. has paid you in full for culvert supplied on Contract No. 7971 in Wheeler County. Our records indicated that this claim was in the amount of $2,860.77. This information is being noted in our records and we will advise the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH/rw

cc: Great American Insurance Co.
6310 San Vicente Blvd.
Los Angeles, CA 90048

Cody Logging and Construction Co.
P.O. Box 188
Tygh Valley, OR 97063

A American Industrial Manufacturers

March 20, 1974

C. W. Head
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Cody Logging has paid us in full for culvert supplied on Contract Number 7971 for work on the Middle Unit, Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County.

Our claim has been satisfied.

Sincerely,
AMERICAN INDUSTRIAL MFG.

Shannon Smith
Shannon Smith
Credit Department

RECEIVED
MAR 21 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

SPOKANE (509) 535-1571 / BOISE (208) 336-0290
GENERAL OFFICES: P. O. BOX 215 PARKWATER STATION, SPOKANE, WA. 99206

7971

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

FILED
MAR 18 1974
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 15 5 05 PM '74
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD

March 14, 1974

American Industrial Manufacturers
P. O. Box 215
Parkwater Station
Spokane, Washington 99206

Attention: Michael Lewis
Secretary-Treasurer

Gentlemen:

We have received your Notice of Claim dated March 12, 1974, informing us that Cody Logging owes you $2,360.77 for culvert materials.

This appears to be in connection with the Cody Logging and Construction Company Contract No. 7971 for work on the Middle Unit, Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County.

The Great American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your unpaid claim and we will forward it to the Secretary of State for filing.

Please inform us when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkm
cc Cody Logging and Construction Co.
Great American Insurance Co., Seattle and Los Angeles

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: Oregon Highway Department
(Name of public body)
121 State Highway Building
(Address)
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of ______ Dollars ($2,860.77) against the bond posted by Cody Logging, Box 188, Tygh Valley, OR 97063 (Name and address of contractor or subcontractor) as principal, and Great American Ins. Co. of L.A. (Name of bonding company) as surety, for Culvert Materials Supplied (Brief description of labor, services and/or materials on which claim based)

and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 12 day of March, 1974.

Name of Claimant firm American Industrial Mfrs.

Address P.O. Box 215 Parkwater Station
Spokane, Wash 99206

Signature of owner or officer Michael F. Lewis

Title Secretary/Treasurer

RECEIVED
[illegible]

NOTED
C. W. HEAD

Form No. OR-5 (8-69)

7971

files

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 8, 1974

Mr. W. P. Cody
Cody Logging & Construction Co.
Tygh Valley, Oregon 97063

Re: Assignment of Contract 7971
To The Oregon Bank

Dear Mr. Cody:

Your request for assignment of proceeds on this contract to The Oregon Bank, The Dalles Branch, The Dalles, Oregon, will become effective with the second contract payment.

Warrants will be made out to the Cody Logging & Construction Company; assigned to The Oregon Bank and mailed to the bank's address.

Very truly yours,

Vernon E. Skoog, Fiscal Officer
Oregon Dept. of Transportation

by

R. J. Hacek
Accounting Systems Officer

CRP:njc

cc: Great American Insurance Co.
Los Angeles & Seattle

bc: C. W. Head

NOTED
C. W. HEAD

NOTED
1-9-74

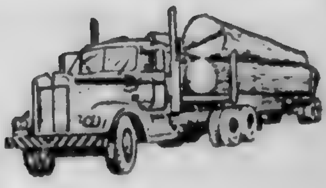
CODY LOGGING and CONSTRUCTION CO.

W. J. CODY W. D. CODY

P. O. BOX 188

PHONE WAMIC (503) 544-2272

TYGH VALLEY, OREGON 97063



December 28, 1973

RECEIVED
JAN 4 1974
Contract Acctg.

Oregon State Highway Division
Willard Hoffman, Res, Eng.
511 Hillcrest Drive
John Day, Oregon 97845

Dear Sir;

We have assigned our right to and interest in the proceeds of contract #7971 - Grids Creek Road Section, Wheeler County, Oregon to The Dalles Branch, The Oregon Bank, The Dalles, Oregon. 97058

Please submit the proceeds of the contract directly to the bank when payable.

Yours very truly,

Cody Logging & Construction Co.

W. D. Cody
Secretary
W D Cody

OK
JGS
1-7-74

theoregon bank
COMMERCIAL · SAVINGS · TRUST
PORTLAND

THE DALLES BRANCH · 115 E. Fourth Street · Post Office Box 461
The Dalles, Oregon 97058 · 296-6141

December 21, 1973

State of Oregon
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Cody Logging and Construction Company
Contact #7971

Gentlemen:

We are enclosing an original and one copy of an assignment executed by Mr. W. D. Cody on the above mentioned contract. Would you please acknowledge receipt of this on the copy and return it to us. A self-addressed and self-stamped envelope is enclosed for your convenience.

When any monies are due under this contract would you please issue a check made payable to this bank and Cody Logging and Construction Company and mail directly to us.

Thank you for your cooperation.

RECEIVED
DEC 26 1973
FISCAL OFFICER
DOT

Very truly yours,

John D Bauer

John D. Bauer
Assistant Vice-President and Manager

RECEIVED
DEC 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

JDB;kta

This is to acknowledge receipt of assignment and notation made in our files.

By:______________________ Date:____________

the oregon bank
COMMERCIAL · SAVINGS · TRUST
PORTLAND

THE DALLES BRANCH · 115 E. Fourth Street · Post Office Box 461
The Dalles, Oregon 97058 · 296-6141

December 20, 1973

The Oregon Bank
The Dalles Branch
115 E. 4th
The Dalles, Oregon 97058

Re: Oregon State Highway Division
Contract #7971

Gentlemen:

We hereby assign all of our right to and interest in the proceeds of the above contract to The Dalles Branch The Oregon Bank The Dalles, Oregon.

This assignment is given by us for and in consideration of the loan dated 12-20-73. The proceeds of the contract are to be remitted directly to the above bank when payable.

Cody Logging and Construction Co.

By: M L Cody

Assignment received and notation made in our files

By:________________ Date:________________

RECEIVED
DEC 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7971

5

November 16, 1973

Cody Logging and Construction Company
P. O. Box 188
Tygh Valley, Oregon 97063

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 7971 for work on the
> Middle Unit Richmond Junction-Girds
> Creek Road Section of the Service
> Creek-Mitchell Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Great American Insurance Co.
6310 San Vicente Boulevard
Los Angeles, California

Great American Ins. Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
Willard Hoffman

7971

STATE OF OREGON 1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
MRS. ALLEN BATEMAN, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 10 1973
ROAD DESIGN SECTION

Requires Reply
[illegible]
Retained [illegible]
Do not File
Return To
Bring Up /
Other

October 8, 1973

RECEIVED
OCT 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed review of your preliminary plans for:

Middle Unit, Richland Junction-Girds Creek
Road Section, Service Creek-Mitchell Highway
Wheeler County

[illegible]
E. S. HUNTER

Whiskey Creek (Perry Johnson) Bridge Section
FAS 487
Wallowa County

The Whiskey Creek project has been reviewed under the Division of State Lands fill/removal law and the attached comment form presents our response to this application.

No adverse impacts to the fish or wildlife resources are anticipated from the Middle Unit Project providing all work is done to minimize the potential for erosion.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc's sent 10-10-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (2)
W. E. Schwartz (2)
J. F. Putnam (2)

7971.

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 29, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Project Finance Approval

The survey has been completed on the Middle Unit, Richmond Jct.-Girds Creek Section of the Service Creek-Mitchell Highway in Wheeler County. The work proposed is 3.26 miles in length and will involve minor realignment in the construction.

The road will be graded and paved with an 0-9 oil mat surface to a width of 30 feet. Travel lanes will be 10 feet, with 4-foot shoulders. The total estimated cost for construction, including $50,000 for rock production needed on a future project north, is $350,000.

At the Highway Commission meeting April 17, Chairman Jackson advised the delegation from Fossil of this project. I recommend this project and request authority to add $350,000 to the current State Construction Program, with a letting anticipated in November 1973.

This matter will be on the agenda for your consideration and confirmation at the September 19 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog
J. F. Putnam
Gary Sund
Bob Whipps

BLG:dg dpy

7971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

AUG 27 1973

_Spe
_Lic
_Fish
_Rep
_Eng
_Wat Carnegie
_Info
_Surname

August ~~24~~ 28, 1973

☐ ☐
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring Up
Other

RECEIVED
AUG 29 1973
ROAD DESIGN SECTION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following project scheduled for contract letting on October 25, 1973.

1. Middle Unit
   Richmond Jct.-Girds Cr. Road Section
   Service Cr.-Mitchell Highway
   Wheeler County

NOTED
E. S. HUNTER

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

J H Versteeg
J. H. Versteeg
Road Design Engineer

RECEIVED
AUG 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc's sent 8-29-73:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
J. F. Putnam (2)

S.N.K. 8-29-73

Encl.

Dear Mr. Versteeg,
We anticipate no fishery conflicts as project is approved. Water quality standards should be met during constr. period.

Burt Carnegie

cc: CGC

7971

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 24, 1973

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

NOTED
E. S. HUNTER

Attention: Rollie Rousseau

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, here are preliminary plans for the following project scheduled for contract letting on October 25, 1973.

1. Middle Unit
   Richmond Jct.-Girds Cr. Road Section
   Service Cr.-Mitchell Highway
   Wheeler County

Your special attention and recommendations will be appreciated.

Very truly yours,

Fred B. Klaboe
Administrator & State Highway Engineer
By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. C. Swenson
F. E. Terpin
J. F. Putnam (2)

Encl.

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7971.

5

Salem, Oregon

August 16, 1973

J. F. Putnam, Region IV Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

F. E. Terpin, Final Design Engineer

Middle Unit
Richmond Junction-Girds Creek Road Section
Service Creek-Mitchell Highway
Wheeler County

NOTED
H. S. [illegible]

To confirm our telephone conversation of this date, the plans for the subject project will be made reflecting a 15% shrinkage factor.

The project as submitted by Region 5 has a 5% shrinkage factor.

FET:jg
cc: Fred Eriksen

~~[illegible]~~ ✓
Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
AUG 16 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not file
Return to
Bring up
Other

RECEIVED
AUG 17 1973
Office of
Assistant State Highway Engineer

7971

Salem, Oregon
April 18, 1973

Service Creek-Mitchell Highway

Mr. Victor D. Wolfe
Location Engineer

BUILDING

At the Commission meeting April 17 Chairman Jackson advised the delegation from Fossil that we would do about $200,000 in contract work to improve the Service Creek-Mitchell this year.

Please proceed to have the Region work up an equipment rental project in that amount beginning at the northerly end of the improved section and proceeding north to the Black Rock Creek structure but not including the bridge. If there is money left in the $200,000 allocated then jump to the north end of the route and begin at the southerly end of that section, which is improved, and work southerly with an equipment rental project so that the total of the two projects will equal about $200,000.

It is hopeful that the project can be scheduled at the June letting.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
cc: F. B. Klaboe
A. E. Johnson
L. H. Young
W. E. Schwartz

7971 5

STATE HIGHWAY COMMISSION MEETING

Delegation H. C. Wright, Fossil Community Club, and others, re Highway corr 19 south of Spray

Date April 17, 1973

Time 10 a.m.

Name	City or Town	Capacity
	Judie	

February 27, 1973

Oregon State Highway Commission
Floyd Guenty, Secretary
State Highway Building
Salem, Oregon 97310

Dear Sirs:

We would like to request permission for a delegation to appear before the State Highway Commission in the last of March or early April concerning Hiway 19 to Hiway 24 South of Spray.

Also would like a schedule of work being done on Hiway 207.

Thank you for your consideration.

Sincerely,

H. C. Wright

H. C. Wright
Secretary,
Fossil Community Club

HW:ph

RECEIVED
FEB 28 1973
SALEM
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

4.7971

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1973

SUBJECT: Delegations Appearing at April 17 Commission Meeting

To: MEMO TO THE FILE

Con 21-2
John Day

7971 Con 21-5
Service Cr.-Mitchell Sec

1. A delegation representing the Fossil Community Club, and others, appeared before the Commission requesting the improvement of Highway 19 south of Spray and, in particular, the 23-mile section immediately south of Spray. They also asked about the Service Creek-Mitchell Section of Highway 207.

They were advised that we have $200,000 available for approximately three and one-half miles of the Service Creek-Mitchell Section this year and if the bond measure passes, it is hoped additional funds can be furnished for highways in this area. It was indicated that approximately two and one-half million dollars have been expended on Highway 19 in the past ten years and that we must pursue a stop-gap approach until additional funds are available. It is hoped that upon completion of the Interstate Highway System, additional funds can be diverted to other highways.

Mor 12-
Heppner-Spray Sec

2. A delegation from Heppner, and others, appeared before the Commission urging improvement of Highway 207 south of Heppner.

They were advised that we recognized there was extensive breakup south of Heppner, particularly between Heppner and Ruggs, and we are at the present time in the process of doing patching work. They were also advised that we have a rock production contract underway in the area; we expect to have our crews doing heavy patching work in June; and that we will do the best we can.

Con 16
I-5 &
Sp

Fin 3

3. The delegation from the South Commercial Street Property Owners Association of Salem did not appear concerning the widening of the Battle Creek-Talbot Road Section of I-5 in Marion County and the left-lane exit at Battle Creek Junction since they had previously been advised that we were

in accord with them and were attempting to get approval to correct this left-turn exit. However, Mr. Steve Brooks of Salem appeared as an individual and read a letter concerning the dangers in connection with the left-hand off-ramp.

He was advised that we have twice applied to the Federal Highway Administration to correct this off-ramp and in both cases were denied. Due to the testimony of the local people at the recent hearing, we will again go to the Federal Highway Administration to attempt to get approval. The Commission indicated its appreciation to Mr. Brooks for appearing and to the other members of the South Commercial Street Property Owners Association for their testimony.

AE Johnson
A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc Highway Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
J. B. Boyd
D. G. Talbot
Vern Skoog
C. O. Fredrickson
W. E. Schwartz
Gary Sund

7971

FORM E-30 (REV. 10-69)

☐ RDE ☐ RDE ☐ RDE ☐ RDE
☐ RDE MAR 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☑

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March ~~6~~ 9, 1973

SUBJECT: Service Creek-Mitchell Highway

To: Dale D. Allen
Regional Maintenance Engineer

REGION 5

This will acknowledge your February 27, 1973 letter requesting funding to support an extra gang on the subject highway for the period between now and July 1, 1973.

Since no additional monies are available on a contingent basis in the extra gang account, I suggest that you apply regular section maintenance funds to the project with the thought of possibly making a transfer of costs at the end of June.

D. H. Moehring
Maintenance Engineer

cc Oswald
Ansell
3-22-73

DHM:mlp

Pat - I sent Harry's X-Gang to Jordan Valley so Service CR work will be limited to what Mitchell Crew can do. - I'm not sure where transfer of fund will come from but expect it will be from the maint engrs contingency fund. Will and work Clayton is doing at Jordan would be eligible for transfer also.

D.A.

3-9-73

☒ RE ☐ RCE ☐ RBE ☒ RME
☒ ROE FEB 27 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

La Grande, Oregon
February 27, 1973

Service Creek - Mitchell Highway

Mr. D. H. Moehring
Maintenance Engineer

SALEM

There is approximately six miles of dirt road remaining on the Service Creek - Mitchell highway no. 390. The attached correspondence explains the commitments made by the Highway Division to the people of Wheeler County on our proposed improvements to this highway.

Last fall we moved the extra gang into the area and made good progress in beginning the grading work on the south end of the project and could have continued with this work this winter had we not run out of betterment money.

Now we have reached the position where it is necessary to request that a rock production project be let for this summer so that the additional grading work we complete can be finished prior to next winter.

It is our intention to place approximately eight inches of grid rolled base on the project and cover that with three inches of leveling coarse and a 0 - 9 oil mat. ———

The proposed rock production, which is attached, will provide enough rock for the entire six mile section with the idea that we will use approximately half of it upon completion of the first three miles with state forces and the remainder will be used when the contract is awarded to complete the grading on the north unit.

Our problem is that we have neither funds available to purchase the rock, which will cost approximately $100,000, nor do we have funds to move the extra gang into the area in March or April of this fiscal year.

If the Department wishes to pursue this project to completion, it will be necessary to finance our grading and rock production work with funds other than minor betterment.

Mr. Oswald estimates that the extra gang will spend approximately $31,000 if they are moved into the area April 1 and until our next biennium budget is approved this would be all that is needed. However, if the rock production is approved we request that it also be funded by a special minor betterment allotment or State construction funds.

The information on the proposed rock production job that is attached is incomplete, however, we have requested that the additional information be prepared showing the stockpile site locations, sketch map, etc. and will be submitted shortly.

Dale D. Allen
Region 5 Maintenance Engineer

DDA/bv
Attachments
cc: H. W. Oswald

RECEIVED
MAY 2 [illegible]

FOR FILING
7971

Salem, Oregon
May 23, 1972

Service Creek-Mitchell
Highway

Mr. W. E. Schwartz
Regional Engineer
La Grande

DIVISION

You are planning to improve, with State Forces, the southerly half of the unimproved section from approximately milepoint 12.7 to 9.5. You have recommended that the project be contracted from milepoint 9.5 northerly to 5.8.

The contract portion of the project has not been placed on the letting schedule as funds do not appear to be available at this time. You will, however, need aggregate for a leveling course and an 0-11 oil mat to cover the portions which you will improve with State Forces. Please submit a rock production project for early contracting to produce enough material for surfacing of the entire project.

The Design Section will prepare plans for contracting the north half of the unit and have them ready when funds become available.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank Hall
L. H. Young

[illegible]

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1972

SUBJECT:

Service Creek-Mitchell Highway

To:

E. S. Hunter
Assistant State Highway Engineer

SALEM

All data necessary to work up a contract for the northerly half of the unimproved section of the above highway is currently in the Location office. I have recently reviewed this location in the field and could make no significant improvement on it. There was one area in this location near Shoofly Creek where there is an alternate location shown in green on the map. I would recommend this alternate in preference to the original located line. This alternate sacrifices a lot in alignment but is pretty much in keeping with the rest of the highway.

The southerly half of this unimproved section we will do with State forces. We will plan a substantial betterment project here for fiscal 1973. This work, as you suggest, may involve the rental of some outside equipment.

I have one further suggestion regarding the 3/4"-0 leveling course and 0-11 oil mat rock quantities. If a contract is to be let in the near future for the north half, rock surfacing quantities for the whole section should be included. If the contract is still several years away, a rock production job for all surfacing quantities should be let in the near future so that State forces can use them on their portion of the project.

Please advise if we should go the rock production route and we will work up a project.

for L. C. Lang
W. E. Schwartz
Regional Engineer

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WES:sh

cc R. N. Bothman
V. D. Wolfe

1- Fix dog leg - re align behind
the old house

SP*82475-734

✓5

[illegible]

FOR FILING

7971

April 13, 1972
Salem, Oregon

Mr. W. E. Schwartz
Regional Engineer
La Grande

DIVISION

I have your letter concerning the Service Creek-Mitchell Highway and would suggest that you bring together all of the required data and proceed to work the job up in suitable projects for contract, for equipment rental and for State Force work.

I agree that the $50,000 Minor Betterment limitation does present a problem, however, continuing improvement by a maintenance crew can be done without jeopardizing the dollar limitation.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc:
Tom Edwards
F. B. Klaboe
R. N. Bothman
Victor D. Wolfe

RECEIVED
APR 12 1972
FOR FILING

7971

April 11, 1972
Salem, Oregon

Mr. Victor D. Wolfe
Location Engineer

Mr. R. N. Bothman
Maintenance Engineer

BUILDING

A delegation appeared at the last Commission meeting on behalf of the Fossil Community Club requesting that the last eight unpaved miles of the Service Creek-Mitchell Highway be improved.

The delegation was advised that we would move in an extra gang to do a part of the requested work this fall. Mr. Schwartz has advised me that this coincides with Region 5 planning as they expect to finish the Frenchglen Highway this season and then move that crew and equipment to the Service Creek-Mitchell Highway.

The delegation was also promised that we would see if that part not adaptable to maintenance improvement could be added to an early construction program. Most of this work was done while the highway was under Division 4 and as I recall they have the right of way map and the section to be contracted generally worked up. Mr. Wolfe is to proceed with finishing the survey with the idea of placing the project on the letting schedule during the calendar year 1973.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: L. H. Young
W. E. Schwartz

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 11, 1972

SUBJECT:

Richmond Jct.-Grids Creek Section
Service Creek-Mitchell Hwy
Wheeler County

To:

E. S. Hunter
Assistant State Highway Engineer

SALEM

There are 6.8 miles of unimproved road lying between a point just south of Richmond Junction at M. P. 5.81 and M. P. 12.66, which is two miles north of Grids Creek Road. All of this section has been relocated, with the located line being 6.388 or 6.519 miles long, depending on which alternate is used on the northerly half of the line.

This 6.5 miles breaks nicely into two units of approximately 3.2 miles each. The northerly half contains all of the structures to be replaced and contains the bulk of the grading work to be done. I would recommend that this half be done by contract.

The southerly half, from just south of Black Rock Creek to the end, contains much lighter grading work. The alignment roughly follows the existing road and the type of grading would lend itself to our type of equipment. The south mile of this unit has been partially graded by State forces. Most of the right-of-way in this unit has been purchased already.

Any work done on this project should not be considered to be a winter extra gang project. The material to be moved is mostly clay and would be impossible to move in wet weather. I do not have an estimate of earthwork quantities; that portion of the location project apparently is in Salem. However, it would take several years to accomplish this improvement with the $50,000 limitation imposed on betterment projects.

W. E. Schwartz
Regional Engineer

by B.C. Lang

WES:sh

cc C. T. Keasey
R. N. Bothman
Harry Oswald

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30 (12-67)

FILING

7971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1972

SUBJECT: Delegations appearing at April 4, 1972 Commission Meeting

To:

MEMORANDUM TO THE FILE

A delegation from the Oregon City vicinity appeared on behalf of a proposal to construct a bypass easterly of Oregon City for the Cascade Highway.

Mr. Fred Stefani, Clackamas County Commissioner, stated that this bypass was a Group I priority facility in the CRAG study. He also stated that it was Clackamas County's number one project, and further, if the State were to construct it, the County and City would assume responsibility for the existing route.

Mr. Jackson advised the delegation that he also considered this a high-priority job and will instruct the staff to take another look at it. He emphasized, however, that he could make no promises. (Hunter: Please update aerial photography and make a new reconnaissance study.)

* * *

A delegation appeared requesting work between MP 20 and MP 36 on the Alsea Highway, stating that there are many areas in this section where the pavement is only 17+ feet wide which created undue hazard to the users of the highway.

Chairman Jackson advised the delegation that we would start putting in guardrail to protect the most hazardous sections this year; he used the figure of approximately $100,000 for this work. He also advised them that we would study the section with the idea in mind of widening those areas where the pavement is extremely narrow, using Maintenance forces. (Hunter: Please check out those sections under 18 feet wide and advise us how many, etc. Also work up a contract for placing guardrail in the most hazardous locations for about $100,000.)

* * *

A delegation representing the Columbia Gorge Commission requested that the State accentuate acquisition of vital properties in the Columbia River Gorge.

The delegation also asked that the State Highway Commission keep in close contact with their Commission for the good of all. Mr. Jackson appointed Mr. Baldwin to act as our representative in this liaison effort.

(Shaw: Please reevaluate their requests and report.)

* * *

A delegation appeared on behalf of the Fossil Community Club requesting that the last eight unpaved miles of the Service Creek-Mitchell Highway be improved.

Mr. Edwards advised the delegation that he would move in an extragang crew to do a part of the requested work this fall, and that he would also see if that part not adaptable to Maintenance operations could be added to an early construction program.
(Hunter: Please handle.)

The delegation also requested improvements to Highway 19 between Spray and a point approximately 5 miles north of Ochoco Junction.

Mr. Edwards advised them that there was very little relief possible for this section short of heavy construction work. He did state, however, that he would take another look at the section to see if there were any places that could be improved through the use of Maintenance forces. (Hunter: Please check this out and advise.)

* * *

A delegation from Baker County appeared to request that work on the Baker-Homestead Highway be accomplished at an early date. They were referring to two particular areas: 1) The Flagstaff Hill section on which they recommended that the State add a third lane under the upcoming overlay project, and 2) that the Middle Bridge-Love Bridge Section be placed on an early construction program.

In connection with the Middle Bridge-Love Bridge section, the delegation also requested that revisions be made in our located line to miss agricultural land.

Mr. Edwards advised them that we would definitely do this, but that we could not promise to put this section under contract in the near future. It will be considered when new programs are made up. (Hunter: Please check possibility and need of adding a passing lane on Flagstaff Hill and advise.)

* * *

A delegation from the Oregon Coast Association appeared to request that we give consideration to an education and policing program to diminish the number of drowning deaths occurring each year on Oregon's ocean beaches. Their study reveals that 25+ people drown in the ocean surf each year, and they believe the time has come for something to be done about it. They suggested that we 1) compile and print a safety manual for water sports; 2) revise our signing on the beaches to better cover the hazard of swimming in the ocean; 3) equip beach patrol personnel and park personnel with rescue devices such as surfboards, ropes, etc.; and 4) train and staff lifeguards at critical beach areas.

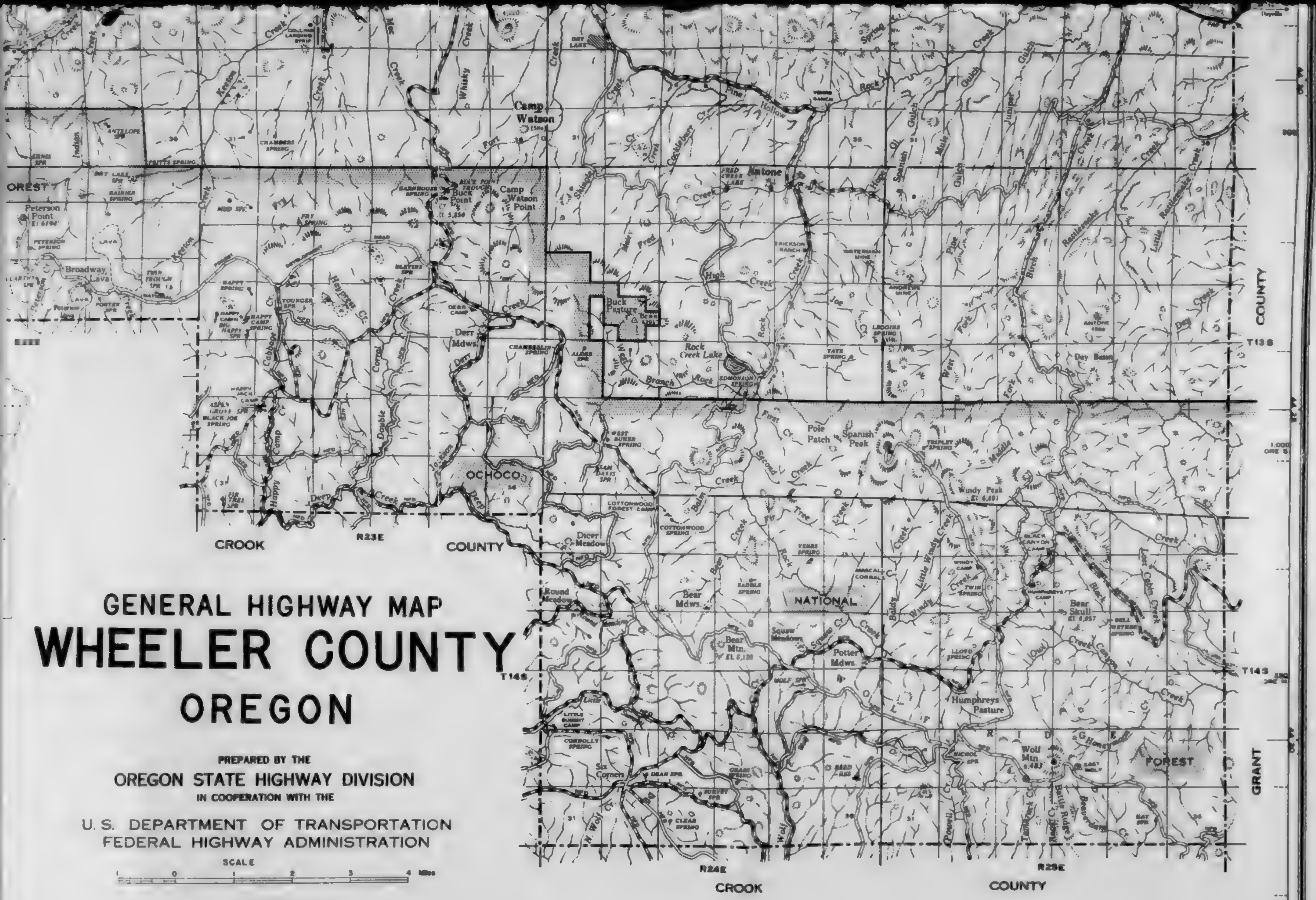
Mr. Jackson advised them that he was also very concerned with this problem and asked Mr. Lindas to research the legal implications of assuming this responsibility. (Shaw: Please examine the wording on beach signs in light of suggestions made.)

* * *

A delegation from the Oregon Travel Industry Conference appeared to give the Commission a report on their activities of attracting influential out-of-state business to Oregon during the past year.

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia
cc George M. Baldwin
Tom Edwards
Floyd Query
E. S. Hunter
A. E. Johnson
L. P. Shaw
R. L. Schroeder
L. I. Lindas


Camp Watson
Buck Point
Camp Watson Point
Peterson Point
Broadway
Keeton Creek
Whisky Creek
Antone
Buck Pasture
Rock Creek Lake
Derr Mdws.
OCHOCO
Pole Patch
Spanish Peak
Windy Peak
Dicer Meadow
Round Meadow
Bear Mdws.
Bear Mtn.
Squaw Meadows
Potter Mdws.
NATIONAL
Humphreys Pasture
Bear Skull
Wolf Mtn.
FOREST
Six Corners
Little Windy Creek
Rattlesnake Creek
Pine Hollow
Spanish Gulch
Mule Gulch
Juniper Gulch
Birch Creek
Day Basin
T13S
T14S
R23E
R24E
R25E
CROOK COUNTY
CROOK COUNTY
GRANT COUNTY
SHEET 2
120 00
119 55
119 50
119 45
119 40

GENERAL HIGHWAY MAP
WHEELER COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
1 0 1 2 3 4 Miles

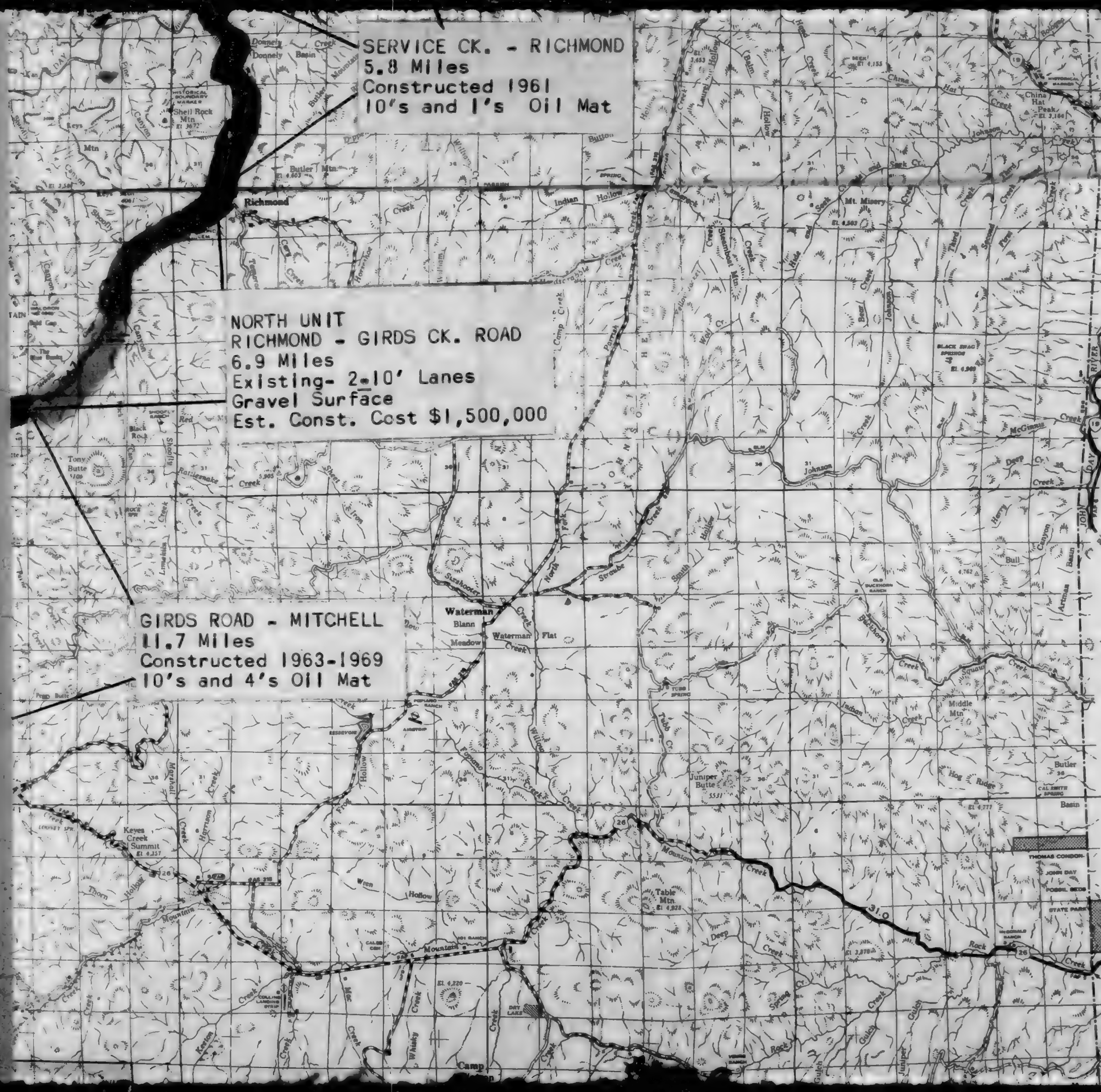
1971

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

SHEET 2 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
See Supplemental Sheet A for Enlarged Areas.

A-4 MITCHELL

APPROVED DEC. 27, 1971

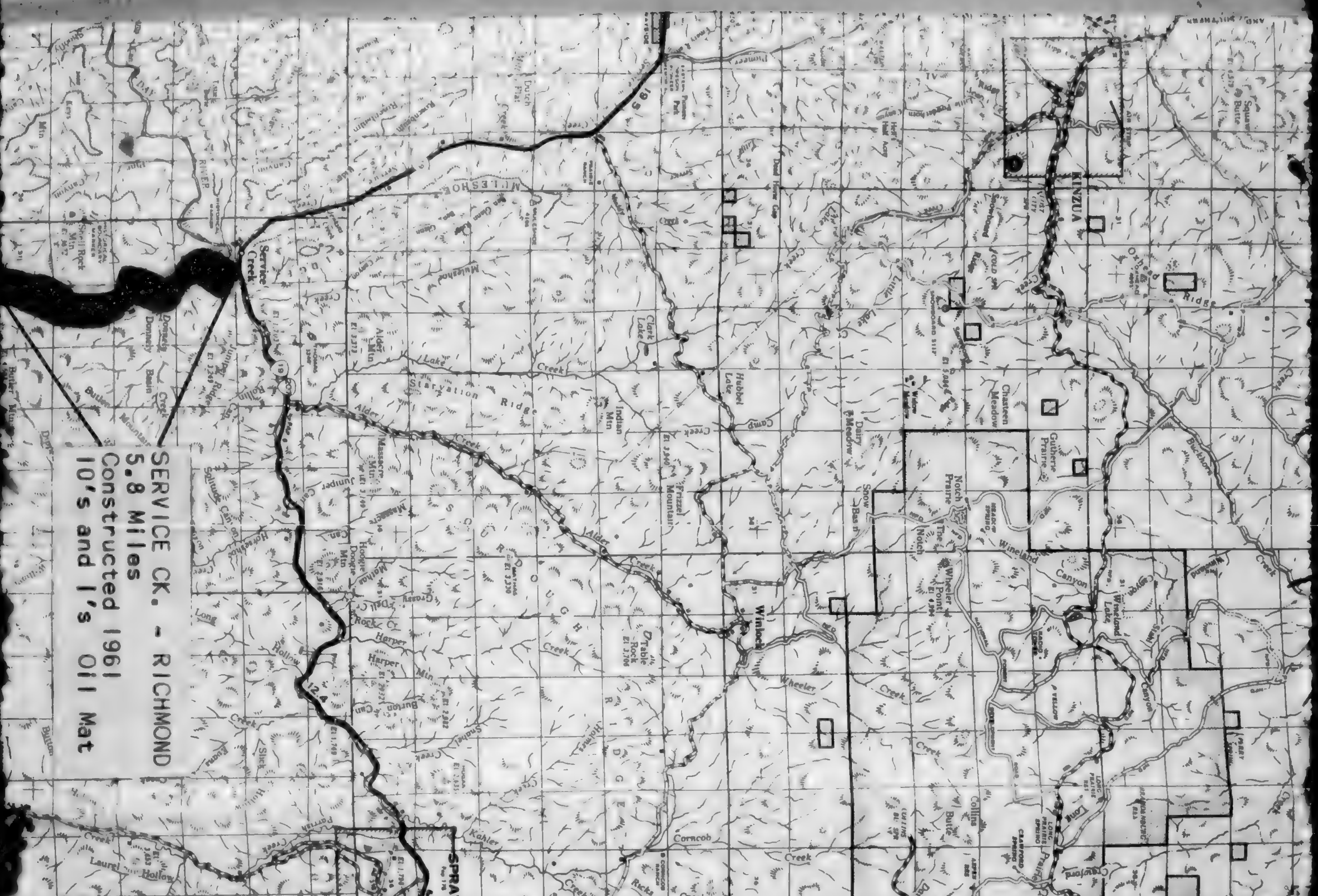


SERVICE CK. - RICHMOND
5.8 Miles
Constructed 1961
10's and 1's Oil Mat

NORTH UNIT
RICHMOND - GIRDS CK. ROAD
6.9 Miles
Existing- 2-10' Lanes
Gravel Surface
Est. Const. Cost $1,500,000

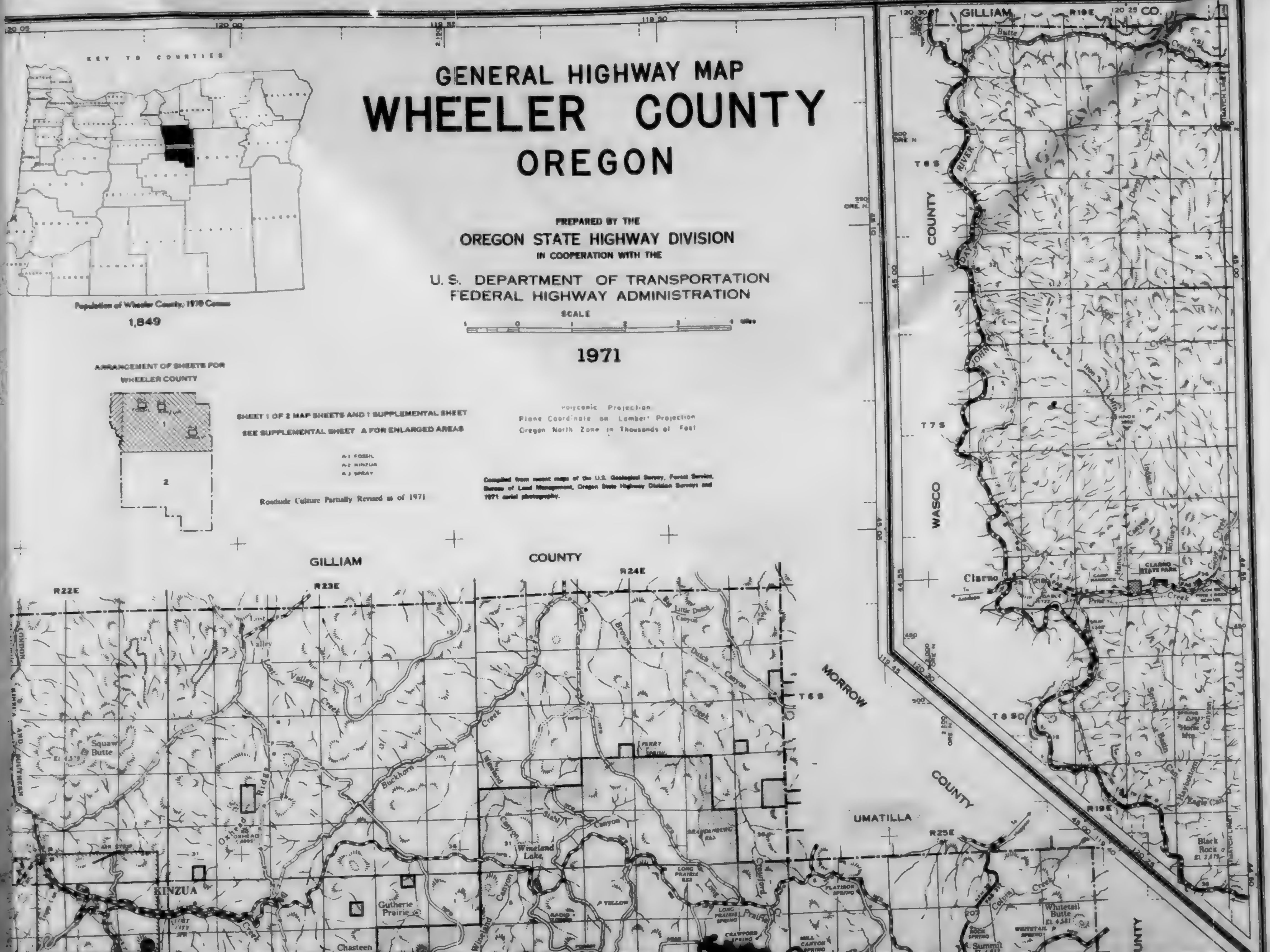
GIRDS ROAD - MITCHELL
11.7 Miles
Constructed 1963-1969
10's and 4's Oil Mat

Richmond
Waterman
Blann
Meadow
Waterman Flat
Mt. Misery
Shell Rock Mtn
Butler Mtn
Tony Butte
Black Rock
Juniper Butte
Table Mtn
Middle Mtn
Keyes Creek Summit
China Hat Peak
Donnely Basin
Indian Hollow
Camp Creek
Parrish Creek
Johnson Creek
Bear Creek
Steamboat Mtn
North Fork
Mountain Creek
Rock Creek
Deep Creek
Harrison Creek
Marshall Creek
Thorn Hollow
Wren Hollow
Whisky Creek
Butler Basin
Hog Ridge
Bull Canyon
Artman Basin
Harry Creek
McGinnis Creek
Black Snag Springs
Tubb Spring
Old Buckhorn Ranch
Buckhorn Creek
Squaw Creek
Juniper Gulch
Dry Lake
Camp
Thomas Condon John Day Fossil Beds State Park
JOHN DAY RIVER
GRANT COUNTY
GRANT
26
31.0
T 9 S
T 10 S
T 11 S
T 12 S



SERVICE CK. - RICHMOND
5.8 Miles
Constructed 1961
10's and 1's Oil Mat

Service Creek
Spray
Kinzua
Wineland
Wheeler Point
Notch Prairie
Chasteen Meadow
Guthrie Prairie
Starvation Ridge
Indian Mtn
Clark Lake
Hubbel Lake
Dairy Meadow
Snow Basin
Tinker Mtn
Dodge Mtn
Harper Mtn
Table Rock
Corncob Creek
Kahler Creek
Rock Creek
Wheeler Creek
Alder Creek
Collins Butte
Devils Den
Davenport Spring
High Spring Ridge
Laurel Hollow
Sentinel Peak
Haystack
Dead Horse Creek
Mahogany Butte
Summit
Whitetail Butte
Stallion Butte
Tamarack
Black Rock
Haybottom
Eagle Cr.
JOHN DAY RIVER
12.4
16.3
UMATILLA COUNTY
GRANT COUNTY
GRANT COUNTY
FOREST
NATIONAL
N
T6S
T7S
T8S
T9S
R25E
R26E



GENERAL HIGHWAY MAP
WHEELER COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

1971

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

Compiled from recent maps of the U.S. Geological Survey, Forest Service, Bureau of Land Management, Oregon State Highway Division Surveys and 1971 aerial photography.

KEY TO COUNTIES

Population of Wheeler County, 1970 Census

1,849

ARRANGEMENT OF SHEETS FOR WHEELER COUNTY

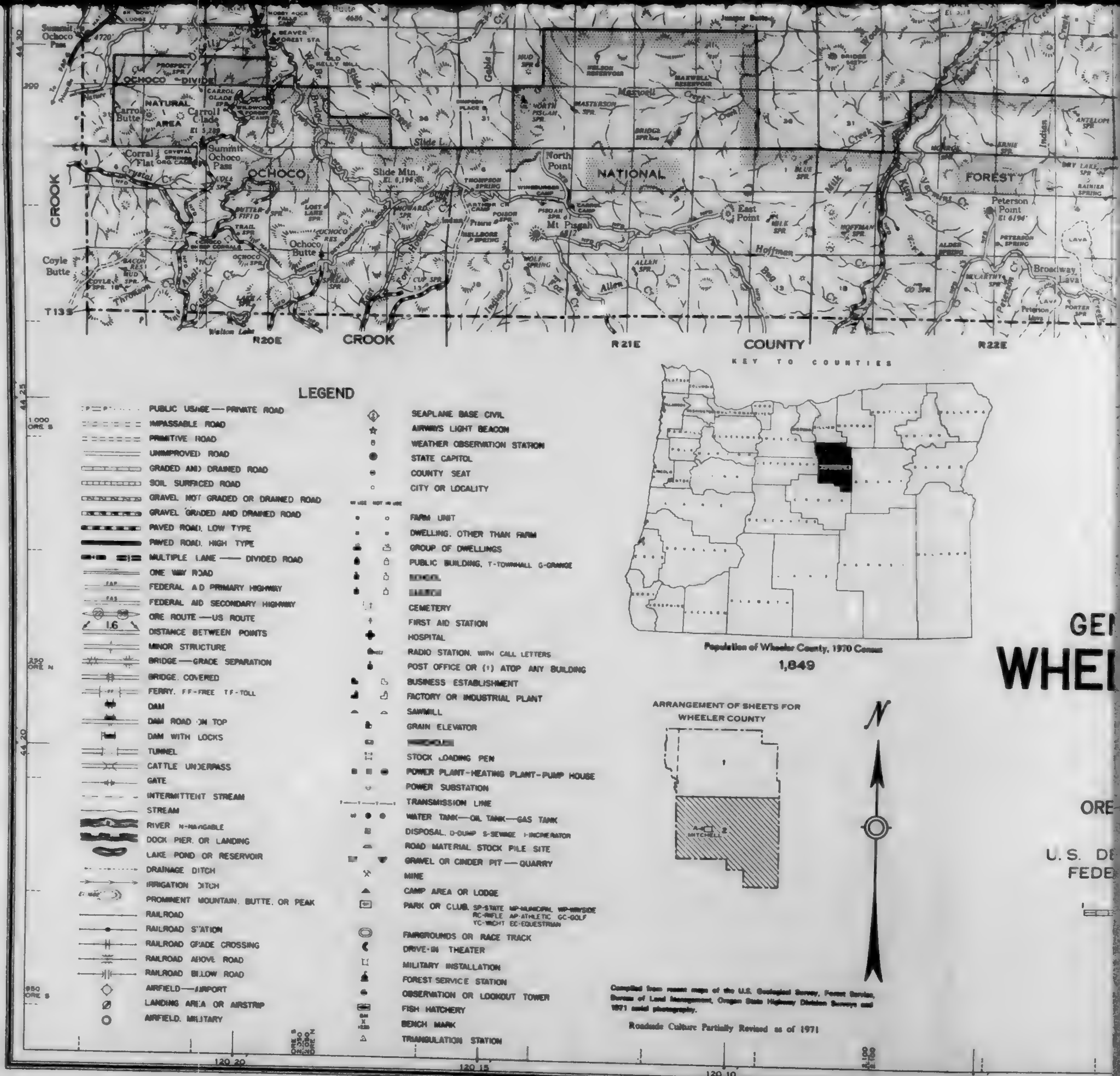
SHEET 1 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET

SEE SUPPLEMENTAL SHEET A FOR ENLARGED AREAS

A-1 FOSSIL
A-2 KINZUA
A-3 SPRAY

Roadside Culture Partially Revised as of 1971

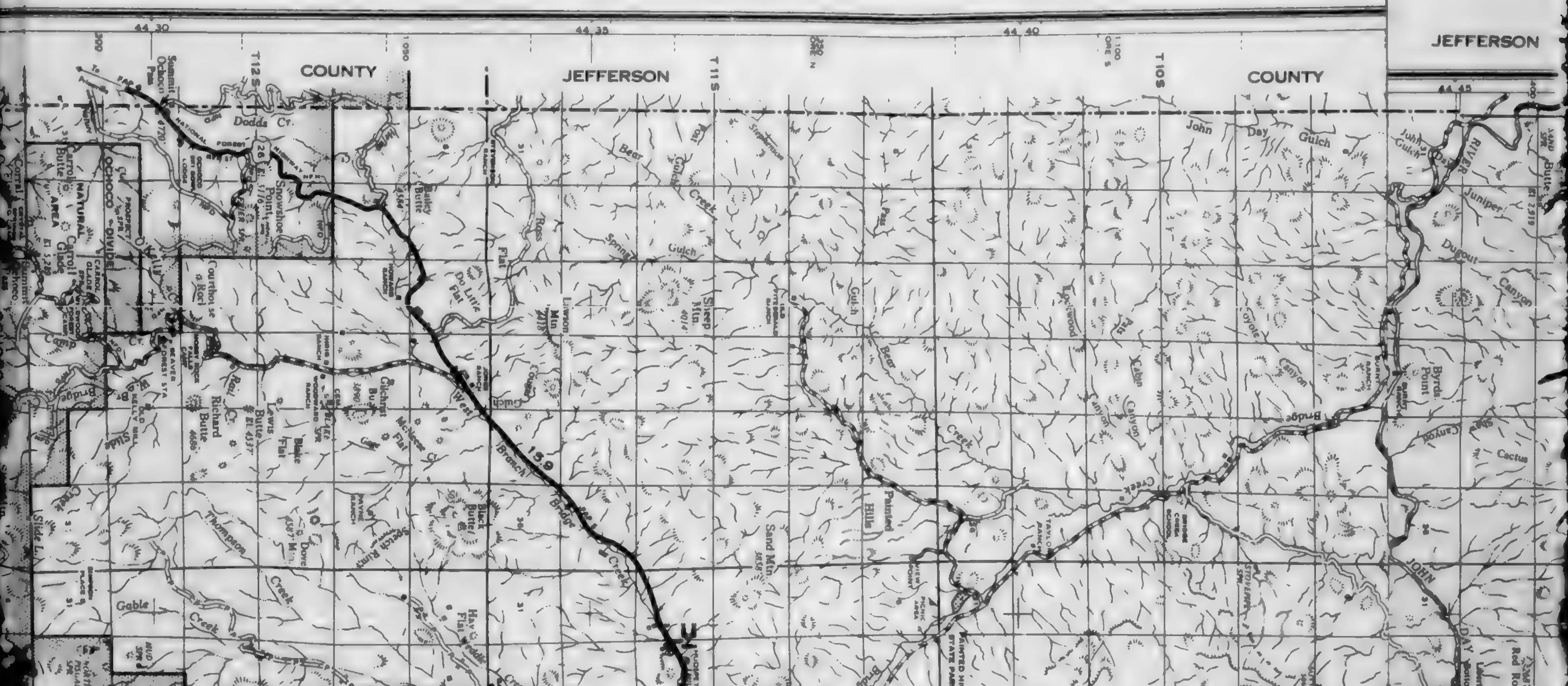
GILLIAM COUNTY
MORROW COUNTY
UMATILLA COUNTY
WASCO COUNTY
GILLIAM CO.
R22E
R23E
R24E
R25E
R19E
T6S
T7S
T8S
KINZUA
Squaw Butte
Oxhead
Buckhorn Creek
Lost Valley Creek
Wineland Lake
Wineland Canyon
Gutherie Prairie
Chasteen Meadow
Long Prairie
Little Dutch Canyon
Whitetail Butte
Summit
Clarno
JOHN DAY RIVER
Hancock Canyon
CLARNO STATE PARK
Pine Creek
Haybottom
Black Rock
Horse Mtn.
2



CROOK
COUNTY
R20E
R21E
R22E
T13S
OCHOCO
NATIONAL
FOREST
Ochoco Divide
Natural Area
Carroll Butte
Slide Mtn
Mt Pisgah
North Point
East Point
Peterson Point
Summit Ochoco Pass
Ochoco Butte
Coyle Butte
Corral Flat
KEY TO COUNTIES
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK — OIL TANK — GAS TANK
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST SERVICE STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
Population of Wheeler County, 1970 Census
1,849
ARRANGEMENT OF SHEETS FOR WHEELER COUNTY
MITCHELL
N
GEN
WHEE
ORE-
U.S. DE
FEDE
44 30
44 25
44 20
120 20
120 15
120 10
120 05

Compiled from recent maps of the U.S. Geological Survey, Forest Service, Bureau of Land Management, Oregon State Highway Division Surveys and 1971 aerial photography.

Roadside Culture Partially Revised as of 1971

JEFFERSON
COUNTY
JEFFERSON
COUNTY
JEFFERSON
T 12 S
T 11 S
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44 30
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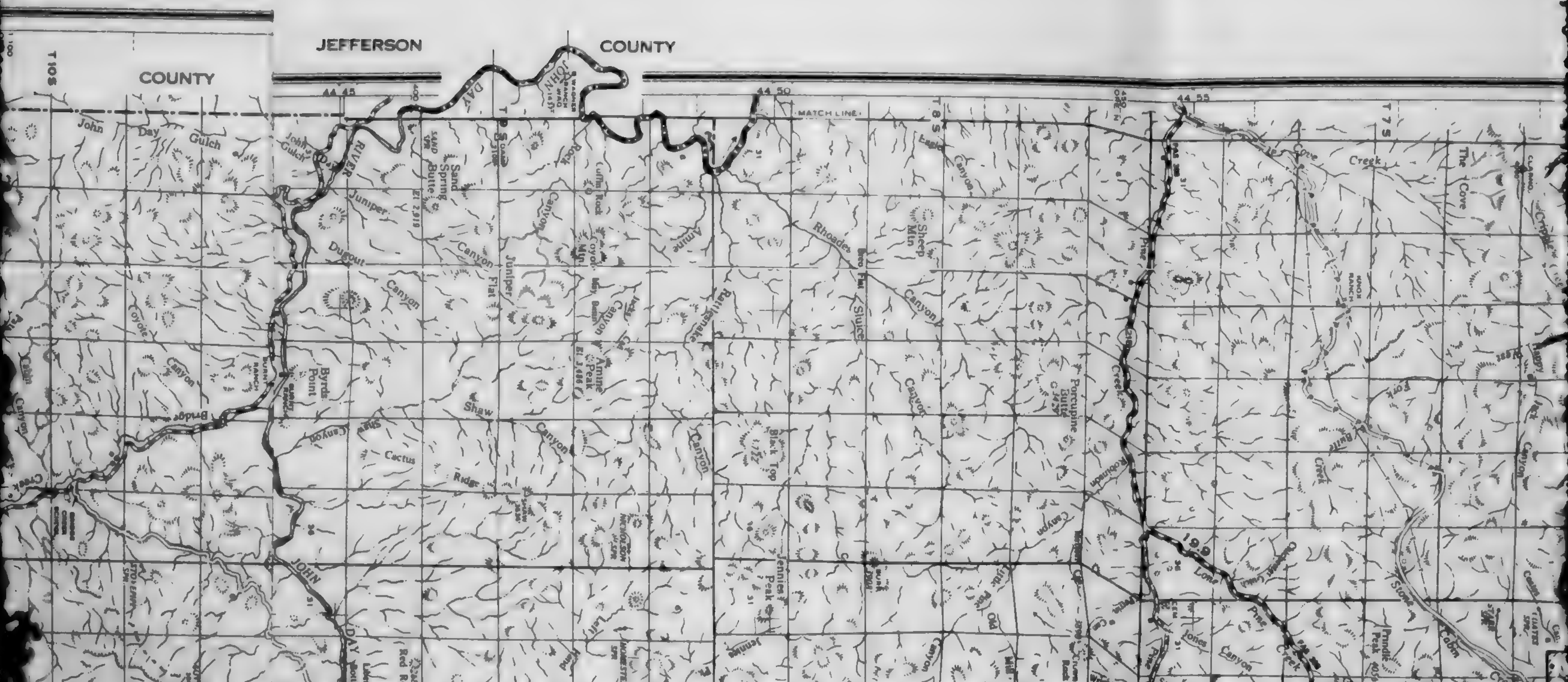
Dodds Cr.
OCHOCO DIVIDE
NATURAL AREA
Bear
Creek
Gulch
John Day Gulch
Juniper
Dugout
Canyon
Byrds Point
Cactus
Sheep Mtn
Sand Mtn
Black Butte
Thompson
Gable
Creek
Hay Flat
White Butte
Sargent Butte
Painted Hills State Park
SUTTON
MOUNTAIN
Meyers
Canyon
Nelson
Bailey Butte
Mill
Bridge
Creek
MITCHELL
Marshall Butte
Keyes
Black Canyon
Girds Creek
HORSE MOUNTAIN
Dog
Canyon
JOHN DAY RIVER
Red Rock
The Flat
Kentucky
Tony Butte
Scott Butte
Lewis Rock
Indian
FOREST
26
19


JEFFERSON
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MATCH LINE
John Day Gulch
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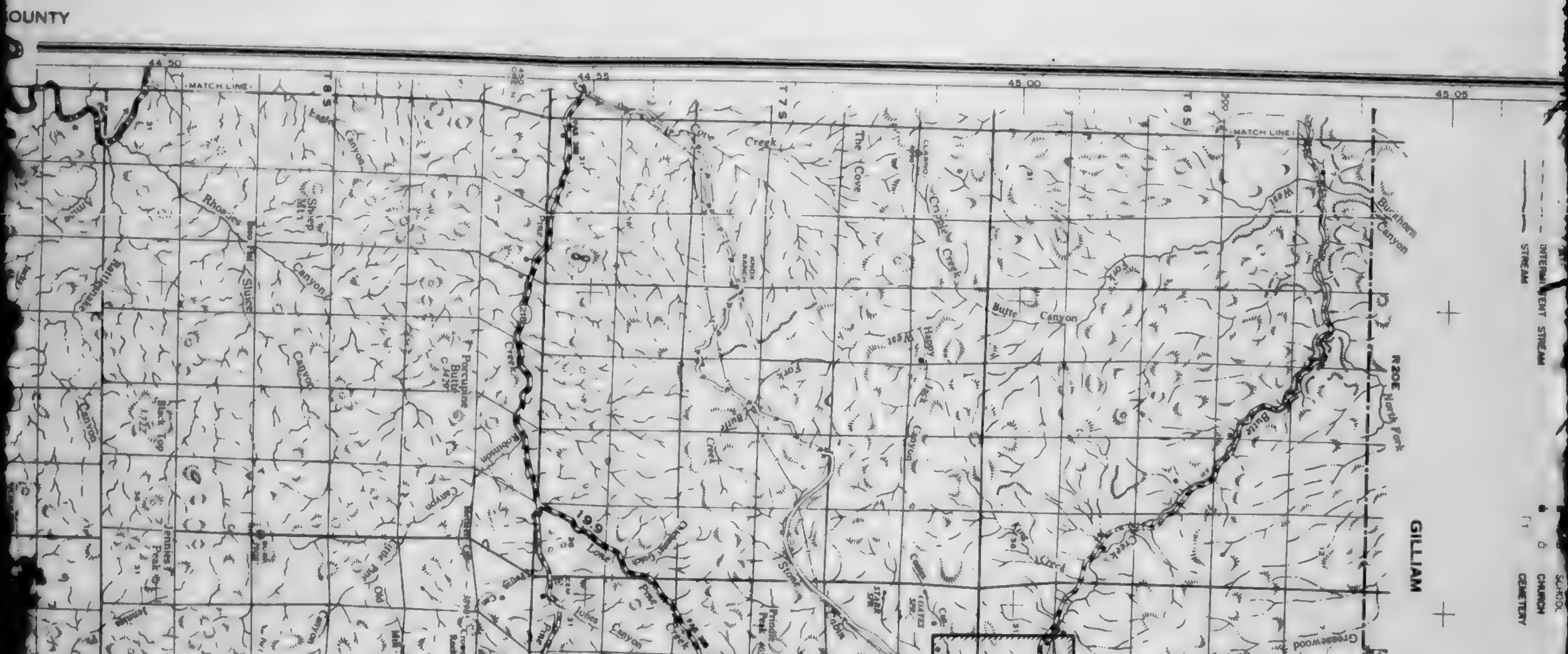
Canyon
Coyote Canyon
Bridge Creek
Byrds Point
Sand Spring Butte
Juniper Flat
Amine Peak
Shaw Canyon
Cactus Ridge
Black Top
Rhoades Canyon
Sheep Mtn
Sluice Canyon
Porcupine Butte
Jennies Peak
Red Rock
Dry Hollow
Griffin
Kozmin Butte
Crosswhite
Sugarloaf Mtn
Crazy Rock
Divide
Clubfoot Hollow
Rowe Creek
The Flat
Kentucky Ridge
Kentucky Butte
Twickenham
Rancheria Rock
Twin Buttes
Corral Mtn
Summit
Bear Hollow
Dutch Flat
Pioneer
Cove Creek
The Cove
Stone Cabin Creek
Jones Canyon
Steers
Pine Creek
Cottonwood
Prindle Peak
Bald Mtn
Heiberg
Hedeman Canyon
Gorge Creek
Rock Creek
Black Canyon
HORSE MOUNTAIN
19
207


COUNTY
MATCH LINE
44 50
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T6S
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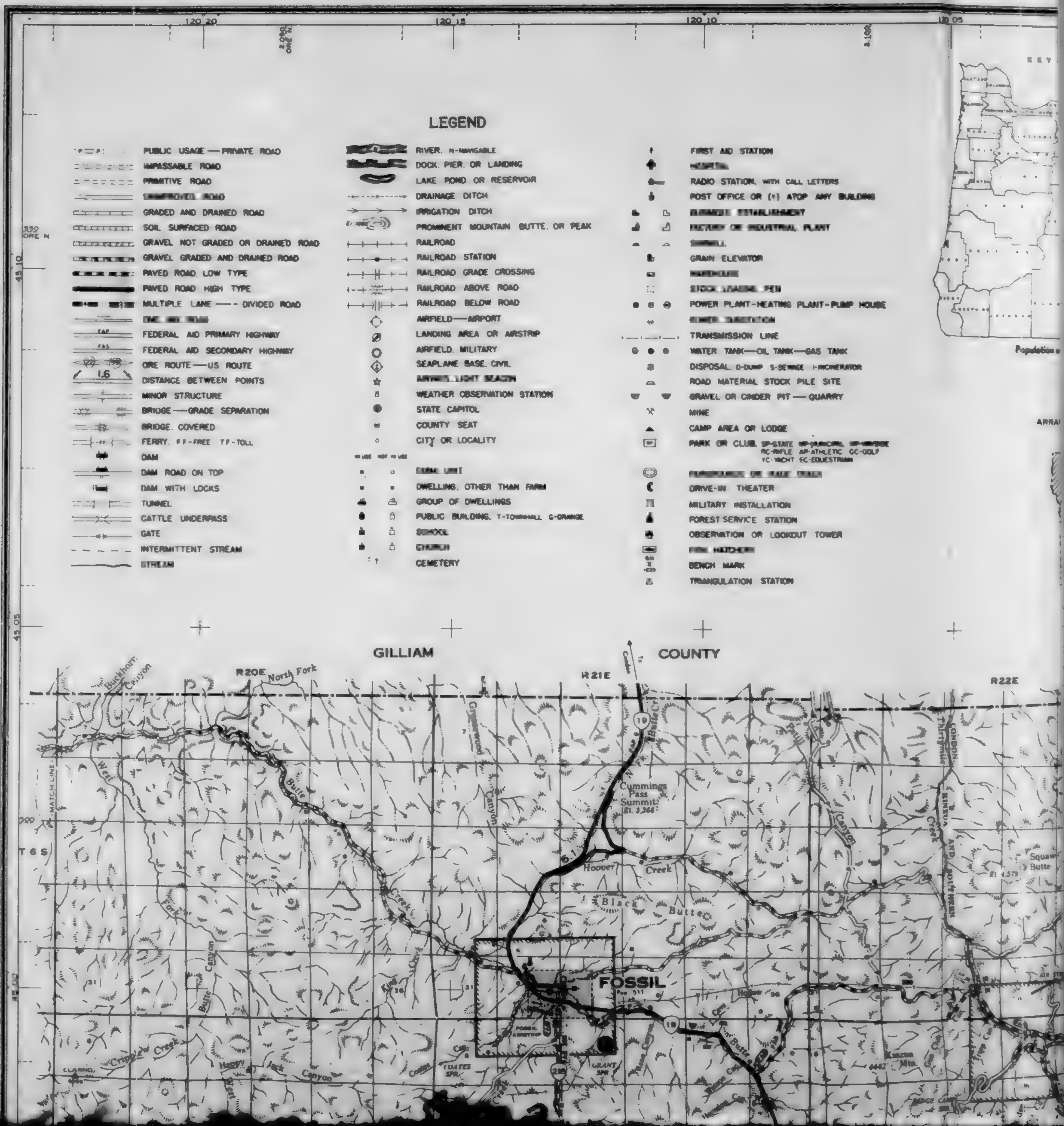
GILLIAM
COUNTY
FOSSIL
Eagle Canyon
Sheep Mtn
Rhodes Canyon
Sluice Canyon
Black Top
Porcupine Butte
Jennies Peak
Griffin
Dry Hollow
Clubfoot Hollow
Kozanic Butte
Superior Mtn
Rowe Creek
Canyon
The Cove
Cove Creek
Butte Canyon
North Fork
Greasewood Canyon
Jones Canyon
Pine Creek
Cottonwood
Reno Canyon
Hoover Creek
Black Butte
Cummings Pass Summit
Butte Cr.
Rancheria Rock
Summit
Hollow
Pioneer
Shelton Wayside
Condon Kinzua and Southern
Thirtymile Creek
19
218
INTERMITTENT STREAM
STREAM
SCHOOL
CHURCH
CEMETERY
OBSERVATORY OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION


LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER, N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAY LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE NOT IN USE
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK — OIL TANK — GAS TANK
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST SERVICE STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
120 20
120 15
120 10
120 05
2,090 ORE N
3,100
850 ORE N
45 10
45 05
GILLIAM COUNTY
R20E
R21E
R22E
T 6 S
MATCH LINE
Buckhorn Canyon
North Fork
West Butte Creek
Greenwood Canyon
Butte Canyon
Fork
Cummings Pass Summit El. 3,266
Hoover Creek
Black Butte
Thirtymile Creek
CONDON, KINZUA AND SOUTHERN
Squaw Butte El. 4,579
FOSSIL
Fossil Airstrip
Cripple Creek
Happy Jack Canyon
Coates Spr.
Grant Spr.
Kinzua Mtn. 4442
Clarno
Canyon
Population

RECEIVED

FOR FILING

7971

STATE HIGHWAY COMMISSION MEETING

Delegation H. C. Wright, President, Fossil Community Club, Fossil, and others re completion of Oregon Route 207 between Mitchell and Service Creek and improvement to Route 19 from Spray to Dayville Junction. - [illegible]

[illegible] 5

Date April 4, 1972

Time 10:45 a.m.

Name	City or Town	Capacity
H. C. Wright (spokesman)	Fossil ✓	
Bill Thomas	Grant Co. ✓	
Glenn Griffith	Fossil ✓	
Jack Skiewer	Fossil ✓	
Bob Keys	Spray ✓	
Mr. Bill Baldwin	Mitchell ✓	

NOTED
FLOYD QUERY

10:45

March 8, 1972

Mr. H. G. Wright, President
Fossil Community Club
Fossil, Oregon 97830

Dear Mr. Wright:

Your letter of March 6, 1972, requests a meeting before the Highway Commission in April to discuss the completion of Oregon Route 207 between Mitchell and Service Creek and Route 19 from Spray to Dayville Junction.

The next Commission meeting is set for Tuesday, April 4, 1972, in Room 122 of the State Highway Building in Salem.

We have reserved for your group the usual allocation of fifteen minutes of time beginning at 10:45 a.m., April 4.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

bc Commission
George M. Baldwin
Tom Edwards
F. B. Klaboe

Fran

1891 FOSSIL'S DIAMOND JUBILEE 1966

◆

FOSSIL COMMUNITY CLUB

Fossil, Oregon

March 6, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

A delegation from the Fossil Community Club would like to meet with the Commission at your last meeting in April, to discuss the completion of Highway 207 between Mitchell and Service Creek.

We would also like to discuss future plans on Highway 19 from Spray, South to the Dayville Junction.

Your help and attention on this matter would be greatly appreciated.

Sincerely,

H. C. Wright, President
Fossil Community Club
Fossil, Oregon 97830

HCW/b

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

AN ORGANIZATION FOR CIVIC BETTERMENT MEETING 1ST MONDAY EACH MONTH

RECEIVED
APR 5 - 1972
FOR FILING

7971

LRW LAG 10 3/ 4-3-72 3.58 PM

TOM EDWARDS

UNSURFACED PORTION OF SERVICE CREEK - MITCHELL EXTENDS FROM M.P. 5.81 TO M.P. 12.66. APPROXIMATELY ONE MILE NORTH OF 12.66 HAS BEEN GRADED, BUT NOT SURFACED BY STATE FORCES.

W E SCHWARTZ
BV¾4.

NOTED
TOM EDWARDS

7972 Experimental work on the 1973
Klamath-Lakeview Hwy. near Bly
(Open grade pavement seal)

1972

5

October 31, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Experimental Project
Dryer-Drum Production of
Open-graded Plant Mix Seal

spelled in PLA 6

Following some extensive research and testing, we recently revised our asphalt concrete pavement specifications to include the mixing of the asphalt concrete material in a "Dryer-Drum" mixing plant as well as in a conventional "hot-mix" plant.

Another very recent change in our asphalt concrete pavements is the addition of a one-inch thick surface course of "open-graded plant mixed seal", designed to give greatly improved dispersion of surface water and improved skid resistance.

Although the "Dryer-Drum" process has been proved efficient and economical for the production of our regular asphalt concrete mixes, we have had no experience with, nor can we readily obtain any good information on, the production of these "open-graded" mixes for seal courses using the "Dryer-Drum" type of mixing plant.

(More)

Oregon Transportation Commission
October 31, 1973
Page 2

At the present time, there is only one plant of this type in Oregon; it is owned by Klamath Paving Company of Klamath Falls and is currently being used on a Weyerhaeuser timber access road near our Klamath Falls-Lakeview Highway near Bly. To establish the feasibility of producing the "open-graded" mixes with this type of plant, we propose to enter into a negotiated contract with the Klamath Paving Company to produce and place a one-mile section of this material on the Klamath Falls-Lakeview Highway near Bly. This experimental project, in addition to providing us with data and information for specifications, will also give us a badly needed seal course and wearing surface on this one-mile section of highway.

This project, estimated to cost $16,500, including allowances for engineering and contingencies, is proposed to be financed with State Construction funds. The prices quoted by Klamath Paving Company for this work are above average bid prices for regular asphalt concrete mixes but considering the small size and location of the project, the time of year, and the special screening and mixing of aggregates, they appear to be equitable.

Telephonic approval to proceed with the project was received from Chairman Jackson on October 30, 1973. This item will be on the agenda at the November 21 meeting for your information and for entry in The Commission minutes.

bc: C. W. Head
George Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
Ben Gifford
J. F. Putnam
Gary Sund
R. E. Whipps

CTK:fw cm

7972

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 30, 1973

TO MEMO TO THE FILE

AE Johnson

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Experimental Project
Dryer-Drum Production of
Open-graded Plant Mix Seal
On a One Mile Section of
Klamath Falls-Lakeview Highway
Near Bly, Oregon

On this date, Chairman Jackson approved a negotiated contract with Klamath Paving Company to provide an open-graded plant mix seal on the Klamath Falls-Lakeview Highway near Bly, utilizing a dryer-drum plant. - MAI 12

The project will utilize 800 tons of open-graded plant mix seal at an estimated cost of $16,233.75, including 12 percent engineering and contingencies. Financing is to be from State Construction Funds.

This is considered an experimental project and since the dryer-drum owned by the Klamath Paving Company is the only one of its type in Oregon, bidding for this small project is not practical. The Klamath Paving Company is currently working on a project for Weyerhaeuser in the vicinity of the contemplated project.

PLA 6
SP.

AEJ:ja

cc Glenn L. Jackson

bc Cecil Head
F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
L. H. Young
V. E. Skoog
Gary Sund
J. F. Putnam

NOTED
C. W. HEAD

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1973

SUBJECT: Experimental Project - Dryer-Drum Production of Open-graded Plant Mix Seal

PLA 6

To: E. S. Hunter
Assistant State Highway Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

As has been discussed with you, we have an opportunity at this time to determine the feasibility of production of our new open-graded plant mix seals with a dryer-drum plant. Klamath Paving Company is currently working on a project for Weyerhaeuser near Bly on the Klamath Falls-Lakeview Highway. They have been approached for quotations for producing and placing approximately 800 tons of this material (a one-mile section) on the Klamath Falls-Lakeview Highway and have quoted prices as follows:

MAI 12
K. Falls-
LKVIEW

Open-graded Plant Mixed Seal Mixture in Place (including tack coat)	800 Tons @ $14.45	$11,560.00
Asphalt in Mixture (6-1/2%±)	52 Tons @ $47.50	2,470.00
1% Portland Cement Additive in half of mixture	400 Tons @ $1.00	400.00
		$14,430.00
+ Engineering and Contingencies @ 12-1/2%		1,803.75
Total		$16,233.75
		(Use $16,500.00)

These prices are considerably above average bid prices for regular A. C. mixes, but considering the small size and location of the project, the time of year, and the special screening and mixing of aggregates, they appear to be equitable.

I recommend that we enter into a negotiated contract with Klamath Paving Company to do this work, to be financed from State Construction funds. A rough draft letter to the Oregon Transportation Commission is attached for your consideration. A copy of the written quotation from Klamath Paving Company is also attached.

CTK:fw
Enc.
cc H. S. Coulter

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date Oct 30-73

Approved by Chairman Jackson this date

CRUSHED ROCK
KLAMATH ROCK PRODUCTS
ASPHALT PAVING
Telephone: (503) 882-6681 P. O. Box 1180 Klamath Falls, Oregon 97601

QUOTE TO: OREGON STATE HIGHWAY DEPARTMENT
2557 ALTAMONT DRIVE
KLAMATH FALLS, OREGON 97601
Attn: E. J. Dunn, Resident Engineer

Attn:

Date [illegible]

Project: [illegible]

Description	Quantity	Unit Price	Total Cost
[illegible]			
[illegible]			
[illegible]			
[illegible]	[illegible]	$14.45	11,560.00
[illegible]	[illegible]	$47.50	2375.00
1½ [illegible]			
[illegible]	[illegible]	[illegible]	[illegible]

	☐	Lump Sum	☐	Approximate Contract Price	

Description of Work

WORK MAY HAVE TO BE PERFORMED IN SPRING.

THE QUOTATION SUBJECT TO CONFIRMATION BY WEYCO.

This quotation subject to change if not confirmed within 30 days from date shown above. If contract price is shown as approximate, the total price is subject to adjustment based upon field measurement of actual areas surfaced or work performed at the unit prices shown. KLAMATH ROCK PRODUCTS assumes no responsibility for defective work due to poor soil or weather conditions when instructed to proceed by the owner or owner's representative even though KLAMATH ROCK PRODUCTS advises that work be halted.

TERMS: NET (✓) upon completion ( ) 10th approximately

BY: _______________ Authorization to proceed, terms and conditions agreed to by:

KLAMATH ROCK PRODUCTS _______________

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contracts

Arrangement of Records: contract number

Index: cont from reel

INDEXING: Begins with 1970 167 Ends with: 1972

FLASH CARDS: Beginning

Remarks:

Reel No. 168 Reduction Ration 21X Project No.

Camera:Name Bell/Howell Model Filemaster Film 16AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 28 day of Feb. 1984 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Debra Savage